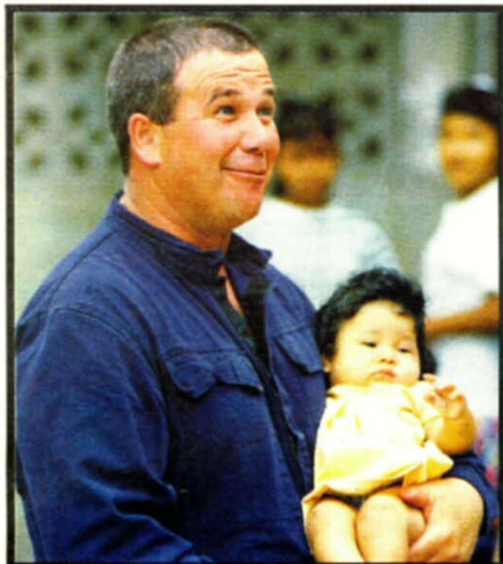


Navy News

AUGUST 1994 40p

EVERY ONE A WINNER . . .



WINNER Tim Blogg, a CPO in HMS Fearless, seemed happy enough to be left holding the baby during the ship's visit to Guyana. In a five-day whirlwind programme of aid, Fearless provided medical treatment and other help to thousands of people in remote villages. (Special feature — page 17). Picture: PO(PHOT) Dizzy de Silva



WINNER Rohan Mitchell, a CPO in HMS Dryad, scooped a record £2,261,401 on the football pools. Rohan, who was presented with his cheque on board HMS Belfast in the Pool of London, is a bachelor and intends to complete his 22 years' service in the Navy. His next posting is Hong Kong where he is due to remain for most of the 18 months he has left in the Service. Said to be stunned and speechless when he heard of the massive win, now he says that his immediate spending plans are to replace his Ford Capri with a Land-Rover.



WINNER Mike Barratt makes friends with Gizmo, a ring-tailed lemur at Marwell Zoo. Mike, a WO(M) coming to the end of his 35-year naval career, opted to spend his four-week vocational training helping the Hampshire zoo out of a knotty problem. An expert in knot-tying, he has been building and refurbishing rope play structures to keep the zoo's primates happy. Picture: CPO(PHOT) Ash Amriwala

LESS PAIN— MORE GAIN!

IN THE spirit of "Front Line First", the Navy emerged as a clear winner from the Defence Costs Study — and with less pain than expected.

'Plans intact'

WAS IT all worth it?

"My answer is an unequivocal yes," says First Sea Lord Admiral Sir Benjamin Bathurst. "Front Line First has lived up to its name, and plans for new ships and weapons remain intact — very impressive they are too."

"Our core fighting capabilities of carriers, amphibious ships and nuclear-powered submarines are in good shape and destroyer/frigate and mine countermeasures vessel numbers are unchanged."

"It is a cause for pride for all of us that in most areas the study teams found the Navy to be extremely lean and efficient. It has been a tough challenge — but the overall outcome is, on balance, in our favour."

Replacements were in sight for the assault ships HMS Fearless and Intrepid as well as new batches of Trafalgar-class submarines and Type 23 frigates, plus orders for seven more Sandown-class, single-role minehunters.

Plans to put aside a frigate and a submarine in a state of "extended readiness" having been cancelled and the Ministry of Defence is looking to acquiring submarine-launched Tomahawk missiles — fired from US warships with devastating effect in the Gulf War.

There will be a fresh emphasis on the UK's Joint Rapid Deployment capability — which will offer "exciting further opportunities" for the Royal Marines.

As expected, the axe fell on Rosyth — though not as deeply as feared by the trade unions. All the minor war vessels there will

● Turn to page 16

Enter a city slicker

SHARP and sleek, HMS Manchester combs the Thames Barrier on her way to London for a four-day informal visit during July.

Picture: WO(PHOT) Paul Wellings.



DRAKENSBURG'S HEART-VELDT FRIENDSHIP



CDR GRAHAM RAMSAY, commanding officer of HMS Monmouth, manoeuvres his frigate alongside SAS Drakensburg for a first replenishment at sea between Royal Navy and South African ships.

It took place during a major Joint Maritime Course exercise off the north of Scotland which was marked by other firsts:

- The first time a South African ship had exercised with British warships for 20 years (the last time was off the Cape West Coast in 1974);
- The first time a South African ship had taken part in a JMC for 30 years;
- And the first time that a South African Navy ship had operated so far north.

Taking part in JMC 942 were 20 warships and 90 aircraft from ten countries. Besides Monmouth they included the

frigate HMS Campbelltown, the destroyer HMS Liverpool, four mine countermeasures vessels — HM ships Quorn, Cattistock, Cottesmore and Hurworth; and the RFAs Argus and Olwen.

Among the RAF and RN aircraft were Royal Navy Hunters, Sea King anti-submarine and airborne early warning helicopters operating from Argus, and the British warships' Lynx aircraft.

London visit

During her three-month deployment from her home base of Simon's Town, Drakensburg has visited Rosyth, Lisbon, Copenhagen, Rotterdam, Zeebrugge and Rouen.

She visited London on July 18-21 and Portsmouth on July 22-23 before embarking on her return voyage via Spain and three African ports.

Picture: PO(PHOT) Fez Parker

Pompey tour de force

IT WAS like a scene from a Pink Panther film as the normally sedate traffic of Portsmouth Naval Base was replaced by a stream of speeding cars and vans, honking furiously...

The Tour de France was definitely "ici" as the cyclists followed on in the van of what observers agreed was the friendliest of all Gallic invasions.

Pompey was the finishing point for the British leg of the race, making its first visit this side of the Channel for 20 years.

The Navy subscribed to the general verdict: "Au revoir — and don't leave it so long next time."

Picture: LW(PHOT) Louise O'Hara



BOY SAVED BY IN-FLIGHT OP

A 14-YEAR-OLD Bosnian boy injured in a cliff fall has been saved by an emergency operation performed on board the Royal Navy helicopter flying him to hospital.

The boy suffered fractures to his leg, arm and ribs when on July 8 he fell 30ft near Gornj Vakuf, base for 845 Naval Air Squadron's Search and Rescue standby aircraft.

An Army doctor, Capt Duncan Parkhouse, drove the casualty to the helicopter which had been alerted and was being prepared for flight by the crew.

But as the patient was embarked in the Sea King he stopped breathing. His broken ribs had punctured his left lung

causing air and blood to build up in his chest cavity.

Swiftly Capt Parkhouse, assisted by the Sea King's RAF medic Cpl Carl Vivash, resuscitated him by inserting into his throat a tube connected to a portable ventilator.

Pressure

The boy was not out of danger, however, as the tension in his chest was forcing his right lung and heart to the right, the pressure constricting his one good lung. If he was not to die, more had to be done immediately.

During the helicopter's 15-minute flight to Zenica Hospital, doctor and medic decided to perform an emergency operation, cutting into the boy's left side and inserting a chest drain to allow the air and blood to escape.

Although still seriously ill, the boy's life had been saved and he was taken by ambulance to hospital. His condition there is described as stable and he is expected to make a full recovery.

RFA ship hosts top UN staff

A BELATED lunch in honour of the Queen's birthday was hosted on board RFA Fort Grange alongside Split, Croatia.

The ship's commanding officer, Capt John Dickinson, and UN commanders extended hospitality to senior UN staff from Zagreb, including Yasushi Akashi and General Bertrand de Lapresle.

They joined Lt Gen Sir Michael Rose, Brig Ratazzi and Air Commodore Houghton. The visitors were given a guided tour of the ship which is storing essential supplies and equipment for British troops in the former Yugoslavia.



Crew of the RN helicopter used as an impromptu operating theatre to save the life of an injured Bosnian boy. They are pilots Lt Carl Conway and S/Lt Simon Moran, aircrewman Sgt Steve Humphrey RM, and Cpl Carl Vivash RAF.

Picture: LA(PHOT) Paul Smith

Plastic blades for the Lynx

A NEW repair facility has been opened at RN air station Portland to provide maintenance support for the first plastic main rotor blades to be fitted to operational helicopters.

The composite main rotor blade repair facility was opened by the commanding officer of HMS Osprey, Capt Richard Turner. It provides second-line support for the Westland-designed MRBs equipping the new Lynx Mk8 aircraft and being introduced on the Mk3.

Primary strength of the new blade is a plastic spar reinforced by carbon fibre. It's made by a computerised process using pre-impregnated carbon fibre sheet.

The only metal parts are the blade attachment cuff, the leading-edge erosion strip and the tip cap cover.

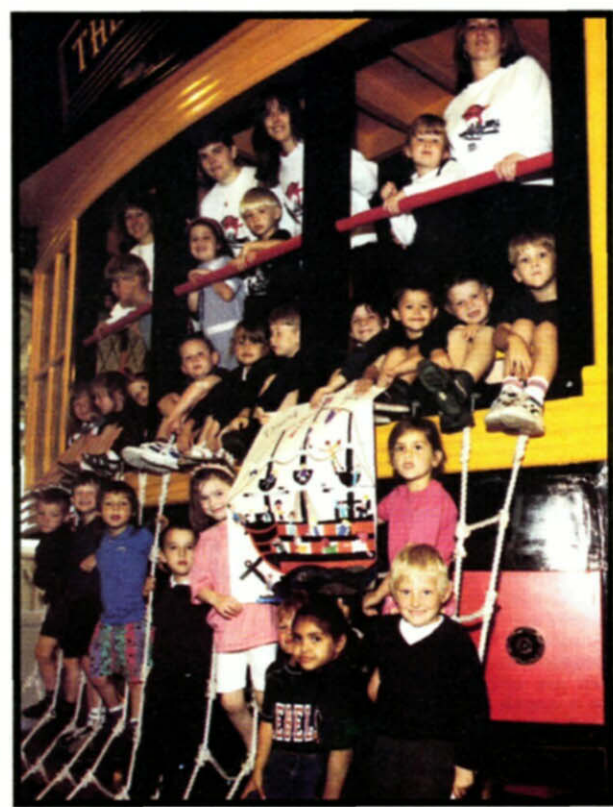
The new facility at Portland also provides an improved location for repair of glass-reinforced plastic panels.

Sweet thank you...

AFTER organising a treasure hunt for a local infants school party, Navy News staff at Portsmouth Historic Dockyard's Boathouse No 7 received this king-size thank-you card.

The staff who run the information desk — Navy News is the first UK sponsor of an Acoustiguide system for the new Dockyard Apprentices exhibition — hid sweets in the play-ship for the children from St George's Beneficial School.

Picture: CPO(PHOT) Ash Amlwala



Sea King clocks up 25 years

This month sees the 25th anniversary of the Sea King helicopter in Royal Navy service — and on current plans it will be operating with the RN well into the next century.

IN BRIEF

Supporting cast for Raster

Chief of Fleet Support Vice Admiral Sir Toby Frere was given a demonstration of the Admiralty Raster Chart Service, the world's first fully correctable digital chart, when he visited the Hydrographic Office at Taunton.

□ □ □

HMS Victory hosted BBC radio's live Summer Sunday show, presented by champion hurdler Kriss Akabusi on July 31.

□ □ □

Ten seminars on the National Maritime Museum's 'Hidden Collections' will be held from October to May next year. Tel: David Taylor on 081 312 6710 for details.

□ □ □

Two new MOD police launches at Devonport have been named Gold and Juno after the D-Day beaches in Normandy.

□ □ □

Forties fashions are being sought by the Imperial War Museum for a show to mark VE Day next year.

□ □ □

HMS Bronington, the mine-sweeper once commanded by The Prince of Wales and now open to the public at Trafford Wharfside, Manchester, celebrates her 40th anniversary this summer.

□ □ □

Divers sent to free a trapped fishing net off Grand Harbour, Malta say they found it caught on the wreck of the battleship HMS Russel, sunk by mines in 1916.

□ □ □

A memorial plaque for all Ship's Companies of HMS Birmingham will be dedicated in Birmingham Cathedral during the Remembrance Day service on November 13.

Rugged, highly versatile and — for a helicopter working in a demanding military environment — very safe, the Sea King made its debut when Lt Cdr Vic Sirett (currently public relations officer at RN air station Yeovilton) flew the first Mark 1 into Culdrose, on 12 August 1969.

The early Sea Kings were anti-submarine warfare aircraft — then arguably the most advanced in service anywhere.

The type has been gradually upgraded and improved over the years and the latest version, the Mark 6, is currently serving with distinction with four Culdrose-based squadrons, two of which are rotating every six months on the Adriatic patrol.

Sea Kings have also given sterling service in the Falklands and Gulf wars and in many humanitarian missions across the globe.

Culdrose also operates Sea Kings on Airborne Early Warning and Search and Rescue duties and Mark 4s are found too at RNAS Portland (SAR) and Yeovilton (Commando) with the Mark 6 ASW type also at Prestwick.

Variants

Most of the variants were on display at Culdrose Air Day last month, while the Sea King's planned successor, the Merlin, was also expected to put in an appearance.

Meanwhile, embarked in the carrier HMS Invincible during work-up was the new Sea Harrier FRS 2 of 899 Naval Air Squadron, carrying out proving trials.

And three Harrier GT7s from the Strike Attack Operational Unit at Boscombe Down were completing trials on board the Invincible's sister ship HMS Illustrious.

The SAOEU's role is to give RAF front-line squadrons the best possible advice on operating procedures and this programme was designed to show the ability of the GR7 — which is bigger and heavier than the earlier GR3 — to operate from a carrier.

It was found that a GR7 could take off with an all-up weight of 30,000 lbs using only three-quarters of the 550 ft flight deck.

Another element of the trial

involved the movement of the GR7s on the carrier's lifts, as their greater wingspan made them a much tighter fit than the Sea Harriers that normally operate from these ships.

Wing Commander Nick Slater, the Commanding Officer of the SAOEU, described taking off fully laden over the carrier's ski-ramp as "the most exhilarating flying he had ever done."

Flexibility

Rear Admiral Ian Garnett, Flag Officer Naval Aviation, said that the trials had also proved extremely valuable to the Royal Navy.

An aircraft carrier's flexibility could be enhanced if the Harrier GR7, an aircraft optimised for ground attack, was embarked to operate alongside the Sea Harrier, which had been designed for an air defence role.

● HMS Illustrious was rededicated at a ceremony at Portsmouth on July 28, attended by Princess Margaret, who launched the ship with Earl Mountbatten of Burma in 1978.

Who's got Ike's flag?

A few days after D-Day General Eisenhower returned to England in the destroyer HMS Undaunted — and on arrival in Portsmouth presented the ship with his personal flag.

This was later flown by the ship when she entered Sydney shortly after VJ Day — together with captured Japanese and German ensigns and loudspeakers blaring 'Roll Out the Barrel' which caused the locals to believe that war had broken out again.

Sometime later Ike's flag went missing — and the organisers of the British Pacific Fleet exhibition at Portsmouth on September 1-3 1995, who may be contacted through Navy News, are anxious to track it down.

A Civic reception and services on Southsea Common and at Portsmouth Cathedral are also planned. All those wishing to attend should contact Mansel Evans, Bryn Deryn, Lon-yr-Eglwys, St Brides Major, Bridgend, Mid Glamorgan CF32 0SH for passes.

Watery smiles

Richmond Lock and Weir centenary was a watery occasion in every way for The Duke of York when he arrived in pouring rain to be greeted by Sea Cadets from TS Goodwin.

The Admiral of the Sea Cadet Corps is seen talking to the unit's youngest member, Junior Cadet Kerry Hayes, who formed part of the Guard of Honour and piping party that later collected £300 from the crowds for the Royal Star and Garter Home for disabled ex-servicemen.

No more Navy in Medway Towns



Five centuries of naval presence in the Medway Towns ended last month with the closure of HMS Wildfire, the RNR unit at Gillingham.

Over 500 men and women marched in the decommissioning parade — the biggest seen in the borough since the closure of the dockyard in 1983.

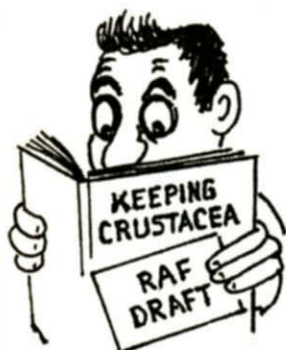
The salute was taken by Flag Officer Portsmouth Rear Admiral Neil Rankin and the Major of Gillingham, Cllr Sheila Clark and the parade ended at the unit's home in Collingwood block in the old engineering school of HMS Pembroke, where the White Ensign was lowered for the last time.

Most of Wildfire's officers and ratings will transfer to the Reserve Centres at HMS President and HMS Northwood.

Photo: Kent Messenger



Lighter shade of blue



NO EXCITEMENT in your life? Would you like something different? Then consider an exchange draft to the RAF in any of these POSA billets:

Wittering, Cambs.; Odiham, Hants.; Valley, N. Wales; Lyneham, Wilts. or High Wycombe, Bucks.

LSA billets are available at St Athan, S. Wales; Brize Norton, Oxon; and for an LWSA at Coltishall, Norfolk.

Drafty

SUPPLY & SECRETARIAT

MEDICS 'JOIN' THE NHS

BRICKFIELDS was the venue for the third annual Athletics Navy Cup Final. Strong teams from Sultan, CTCRM and Heron — plus the surprise packages of Neptune, Manadon and Collingwood — vied in the men's competition writes Lt Cdr Clive Lambshead.

The day after Stonehouse closes on March 31, RN District Hospital Unit Derriford will open and, apart from one leading writer, will be manned exclusively

by Medical Branch personnel.

Medical drafters are currently planning for the unique change, as billet alterations which have been approved take 12 months to be actioned and are tied to budgets.

Drafts being prepared will include as many volunteers as possible — and Drafty is interested to hear from those who wish to serve in the RNDHU or who prefer to go elsewhere.

Overseas

Since the end of BR 14, which used to indicate the number of local foreign service (LFS) billets available, many individuals are unaware of opportunities for overseas service.

Although the following list will change, these are the posts currently available:

Argentina — 1 POWTR; Australia — 1 CPOWTR; Barbados — 1 CPOWTR, 1 POWTR; Belgium — 1 CPOWTR, 3 POWTRs, 12 LWTRs, 2 POSAs; Cyprus — 1 LWTR; Denmark — 1 CPOWTR, 1 POWTR, 1 LSA; Diego Garcia — 1 LWTR; Germany — 1 POWTR, 1 POSA; Gibraltar — 1 CPOWTR, 3 POWTRs, 9 LWTRs, 5 WTRs, 1 CPOSA, 2 POSAs, 6 LSAs, 3 SAs; Hong Kong — 1 CPOWTR, 2 POWTRs, 8 LWTRs, 4 WTRs, 1 CPOSA, 2 LSAs, 1 SA; Italy — 1



THE TEAM

SINCE S&S's last Drafty feature, POWTRs Mick Aitken and Ken Eatwell have moved on from the Drafting Desk team, while Lt Cdr Terry Morris, who was named an MBE in the Queen's Birthday Honours, leaves the team in September to be replaced by Lt Cdr David Miles.

Current line-up with extension numbers is:

Drafting Commander	Cdr Peter Edger	2381
Medical Drafting Officer	Lt Cdr Roger Pullyblank	2570
SA/WTR Drafting Officer	Lt Cdr Bryan Ward	2455
CK/CA/STD Drafting Officer		
Officer	Lt Cdr Terry Morris	2456
Officer Manager	CPOWTR Kevin Hamlyn	2443
Medical	POWTR Suzanne Lewis	2445
WTR Senior Rates	POWTR Kevin Rowe	2505
WTR Junior Rates	LWWTR Julie Madelin	2285
Stores Accountants	POWTR Lynda Gwynn	2444
CK/CA Senior Rates	POWTR April Stone	2446
CK/CA Junior Rates	LWWTR Nicola Santry	2446
Steward Senior Rates	POWTR Kevin Norwood	2575
Steward Junior Rates	WWTR Donna Buchanan-Bell	2575
Correspondence	Miss Tracey Krumins	

CPOWTR, 8 POWTRs, 9 LWTRs, 12 WTRs, 1 LSA.

Netherlands — 1 WTR; Norway — 1 LWTR; Oman — 1 CPOWTR; Pakistan — 1 POWTR; Portugal — 2 CPOWTRs, 4 POWTRs, 1 LWTR; Russia — 1 CPOWTR, 1 POWTR; Saudi Arabia — 1 LWTR, 2 CPOSAs; Singapore — 1 POWTR; South Africa — 1 POWTR; Turkey — 1 CPOWTR; USA — 2 CPOWTRs, 2 POWTRs, 1 LWTR.

If, as expected, a senior British naval officer takes up the post of SACLAN Representative Europe in Belgium at the end of the year, opportunities will increase for cooks and stewards to apply for retinue duties overseas.

But remember that it is virtually essential that those occupying such billets are able to drive. If you have a full driving licence ensure it is recorded as an additional qualification.

Sea drafts

A growing number of Writers are awaiting their first sea draft (FSD), which together with the reduction in sea billets following Options for Change, has made it more difficult for personnel in the branch to make this very important career step.

To ease the situation, Writers' FSDs will now be for 18 months which should result in a significant decrease in shore time before the first sea draft.

C240 forms

Drafty is receiving an increasing number of C240 forms lacking basic information. C240s — applications for particular courses or drafts — should cite one specific ship or course. Some ratings are placing more than one request on 'he form.

The computer can only accept a single request and Drafty's practice has been to input the first ship, establishment or course named. Put in a separate C240 for each request.

Far too many of the forms are received without any remarks — or merely "one-liners" — from divisional officers or heads of department. It is important that the DOs and divisional senior rates expand a little more as Drafty does not have the benefit of viewing C2641 reports and there is often more than one candidate for a particular draft.

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Somerset makes a splash debut!

HMS SOMERSET sends up the spray as she leaves the slipway at the Scotstoun Yard of Yarrow Shipbuilders on the Clyde.

The eleventh Duke-class frigate and the seventh to be built by Yarrow, was launched on June 25 by Lady Layard, wife of the Second Sea Lord, Admiral Sir Michael Layard.

The Type 23 frigate is expected to be accepted into service in spring 1996, while a twelfth — HMS Grafton — is due to be launched at Scotstoun in November this year, and another — HMS Sutherland — is due for completion there in 1997.

In the case of Somerset, build time has been reduced by six months as a result of increased productivity and the latest construction techniques involving advanced outfitting of large, 400-ton sections before their transfer to the building berth.



E-boat menace

JUST one ship has previously borne the name HMS Westminster — a W-class destroyer of 1,100 tons launched in February 1918 and completed only nine weeks later.

She accompanied battle cruisers on North Sea sorties and screened the carrier HMS Furious during a successful sweep in the Skagerrak in June 1918. She was part of the escort which accompanied the German High Seas Fleet to Rosyth in November 1918 and the following month she helped rescue ship's company from the sinking cruiser HMS Cassandra north of Libau.

In May 1940 HMS Westminster was one of four destroyers operating from Dunkirk in support of the French Army. She remained under way, at almost continuous "Action Stations" for four days, replenishing her ammunition at sea.

She survived the great weight of air attacks, but then fouled a

wreck in the swept channel and sustained considerable damage. Towed to Dunkirk and later Dover for repairs, she missed the evacuation of Calais, Boulogne and Dunkirk.

From July 1940 to May 1945 the Westminster served with the Rosyth Escort Force, protecting the convoys between Methil and Southend.

She was involved in four night actions with E-boats. On only one occasion did the E-boats succeed in breaking through the screen to sink two merchant ships and Westminster claimed to have sunk three torpedo-boats in the course of the engagements.

Battle honours: North Sea 1939-40 and British Channel 1943.

FACTS AND FIGURES

Launched: February 1992. Sponsor: Lady Livesay. Commissioned: May 1994. Displacement: 4,000 tonnes. Length: 133m. Beam: 16m. Draught: 7m. Ship's company: 18 officers; 57 senior ratings; 112 junior ratings. Armament: Vertical launch SeaWolf; Harpoon; Stingray; 4.5in Mk 8 gun; 2 x 30mm guns. Aircraft: EH101 Merlin helicopter when it comes into service. In the interim a Lynx Mk 8. Speed: In excess of 28 knots.



A NEW continuity of line was achieved when the male and female ratings of HMS Westminster paraded at the frigate's commissioning ceremony. The Wrens wore the "Jack Tar" style uniform which is receiving a six-month trial on board the frigate. OM Kirsty Arden (left) and AW Ann Burghes model the traditional uniform and its possible replacement.

WESTMINSTER — A CAPITAL SHIP!

BUILT by Swan Hunter Shipbuilders Ltd on the Tyne, HMS Westminster — eighth of the Type 23 Duke class frigates — was accepted into Royal Navy service at the end of last year.

First ship fitted with the new Surface Ship Command System, HMS Westminster's schedule has included Part Four trials, commissioning in the Pool of London, visits to Wilhelmshaven and Gibraltar, and a change of base port from Devonport to Portsmouth.

After a period of Basic Operational Sea Training in the early part of 1995, she will deploy.

Automation

Extensive automation within HMS Westminster has continued the trend towards reducing the manning in modern warships. The weapons systems and sensors are fully computerised, as are the control systems for the main machinery and electrical distribution systems. Even the stores and catering accounts and the pay and personnel records of the ship's company are computerised.

To operate, repair and maintain the complex equipment on

board requires a high level of professional knowledge, and every member of the ship's company — around 187 officers and ratings, 10 per cent of whom are female — has a vital role to play.

Those in the operations department have charge of some of the most modern sensors and weapon systems in the Royal Navy. Information from the sensors is displayed in the operations room and sound room, and it is from there that the captain, his principal warfare officers and command team can access friendly and enemy units for many miles around.

HMS Westminster's design incorporates many stealth features to make her difficult for the enemy to find. If she were to come under attack, she is fitted with several self-defence weapons. Chief of these is the vertical launch SeaWolf missile system, which can engage aircraft and missile targets. Other self-defence measures include the use of decoys.

The ship's helicopter, the Lynx Mk 8, is a potent weapons platform. It can carry torpedoes and various missiles in an anti-submarine or anti-surface ship role.

While the Westminster can be employed in various roles, she is principally designed for anti-submarine operations, using towed array sonar to detect submarines at long ranges. Once detected, the submarine's position can be pinpointed by the use of sonarbuoys or dipping sonar dropped from the helicopter. The helo can then continue to track the craft or, if ordered to do so, destroy it with torpedoes.

Bombardment

In wartime HMS Westminster could be tasked to use her long range Harpoon missiles against enemy ships or to provide bombardment support to forces ashore with her 4.5in gun.

The ship's propulsion machinery comprises two sets of Rolls-Royce Spey gas turbines and GEC electric propulsion motors, each set driving a shaft and a fixed-pitch propeller. Quiet, low-speed running is provided by the propulsion motors alone, which are supplied with power from any combination of four Paxman diesel generating sets.

Sprint speeds in excess of 28 knots are obtained by clutching



in the Spey gas turbines through a GEC gearbox. This Combined Diesel Electric and Gas Turbine (CODLAG) arrangement is unique to the Type 23 and enables the propulsion and generating machinery to operate at optimum levels.

The four generators provide electrical supplies for all departments in the ship, supplying the power for everything from the complex weapon systems to domestic heating. A reverse osmosis plant produces water for drinking, cooking and washing from sea water.

Living conditions on board are good. Senior ratings live in four or six-berth cabins with separate messes. Junior ratings live in spacious messdecks, each with its own recreational area.

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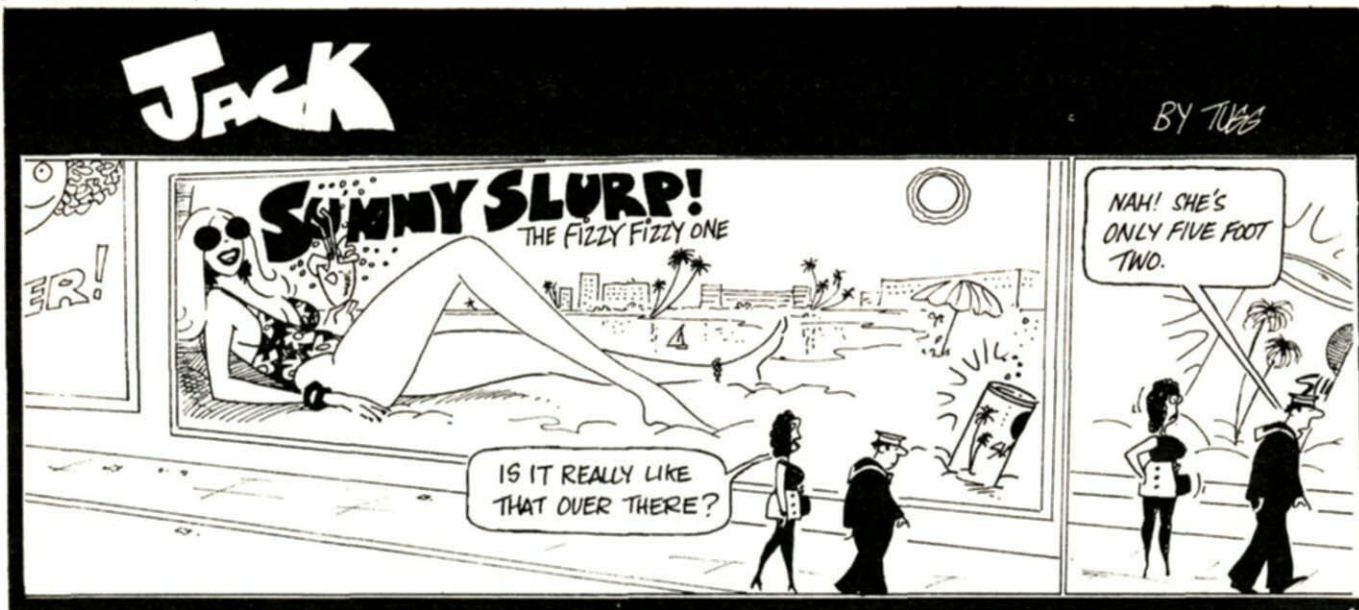
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Surface Mail Abroad





Letters

Doodlebug double

In your May edition W. H. Banister wrote that in the 1950s ex-German VIs were fired off the cliffs at Malta to be used for target practice.

In fact they were French-designed pilotless target aircraft (PTAs), radio-controlled and powered by an Arsenal pulse-jet — hence strongly reminiscent of the old flying bomb.

They were launched from Fort Benghaisa, on a cliff top at the edge of a 125ft drop at the southern end of the island, but maintenance was carried out on the North Slip at Kalafrana.

Some older readers may recall the racket created by the pulse-jet engine when it was tested outside the workshops.

The launches were very spectacular and attracted a wide variety of visitors. Mostly they were used to provide high-speed blind shoots for the Mediterranean Fleet's warships using their radar-controlled gunnery systems. — J. V. Beer, Cardiff.

Sad graves in Zanzibar

BESIDES the old colonial cemetery at Banjul, I know of another candidate for renovation — the Naval one on the aptly named Grave Island in Zanzibar.

The disgraceful condition of this site was the one black spot on an otherwise magnificent holiday itinerary in Kenya and Tanzania.

Most of the headstones were dated between 1870 and 1900, so far as I recall. One in particular I remember belonged to a rating from a predecessor to my alma mater, HMS Ariel.

If expedition training is still in vogue, maybe consideration could be given to sending a team to clear the site and arrange subsequent maintenance, while researching the activities of ships on the East Africa station towards the end of the 19th century. — J. Harris, Chepstow.

No leaving of Liverpool for father-to-be

I am a Writer currently serving on a Type 42 shortly deploying to sunnier climes. I am currently engaged and my soon to be wife is expecting our first child at the end of September this year. Unfortunately our ship is due to depart shortly after (if not before) the birth of our child.

Is it unfair for me to want to stay in British waters so that I am at least near to her during this traumatic period?

As it stands, I have been told by Drafty in no uncertain terms that my ERD on the Liverpool is May 95. I am sure that somewhere in a quiet hovel there are a multitude of Writer staff who not only would like to get to sea (both male and female) but have never been to sea!

Considering that I am on my third deployment and receiving LSSB (which is rare for a Writer) I feel that I am being punished for not being married already and that my last eight years' service towards the Royal Navy has accounted for nothing as I am not even entitled to baby leave.

There is always the saying "Life in a blue suit", but with the Navy claiming to be sympathetic to its personnel through Welfare systems, I don't feel that this stands any ground.

P.S.: Any Writers interested in a sunny trip to exotic places please read "Swop Drafts"! — WTR A. Langston, HMS Liverpool.

Captain Naval Drafting replies:

The author of this letter was

drafted in July 1989 to his first sea draft of 18 months' duration. On return to shore service he rejoined the Sea roster and on reaching the top was drafted to HMS Liverpool on June 1, 1993 with an Estimated Relief Date (ERD) of June 1, 1995.

He has therefore been treated fairly in comparison with his colleagues and, indeed, it would be unfair to them if someone else was detailed to take his place early in Liverpool before the normal relief date. In this instance any advance of the ERD would also be precluded by the ship's Closed Drafting Period.

Baby leave is not formally recognised as such and is normally taken from annual leave entitlement. Whether or not the author is permitted to take leave at the birth of the child is a matter for the man's Commanding Officer to decide, taking into account the needs of his ship as well as the man.

And as far as "swop draft" is concerned, the author needs to take into account that the circumstances of the individuals concerned must be compatible — ie exchange one ship for another.

The Royal Navy is a sympathetic and caring employer with a Welfare Service, a NPFS,

second to none — NPFS regularly investigates welfare difficulties for single parents as well as married. It is regrettable if the Writer is not able to be present at the birth of his child but he will not be the first or the last who for various reasons are absent, usually at sea, on this special occasion.

Malta group opens up

THE George Cross Island Association has opened its membership to all those who have served in Malta GC at any time, in order to ensure that it does not die with the last of the World War II veterans.

Anyone who has served in Malta, in any of the Armed Services, Merchant Navy and Nursing services — and any civilians who have supported them in any capacity — are now eligible to join.

With six branches in the UK and large groups in Canada, USA, Australia and New Zealand, the GCIA now has 4,000 members worldwide.

Contact me at 10 Nepal Road, Tidworth, Hants SP9 7EU. — F. Rixon, General Secretary, GCIA.

Why can't we stretch to a new yacht?

I think it was inevitable that the Royal Yacht Britannia would be scrapped, when you consider it displaces more than 5,000 tons and has a crew of over 250 — while the latest Type 23 frigates are just over 3,500 tons and have a crew of 150-160.

But even if you forget the royal element, Britain still needs a ship for entertaining foreign VIPs at major ceremonial events and in pursuit of contracts. Why not stretch the next new RN frigate so it can double as a ceremonial ship?

It could have a small viewing platform forward between the missiles and the bridge. Midships there could be a combined conference/ballroom and a separate small state dining room with a dozen or so VIP cabins above.

Finally, there could be a viewing terrace aft above the hangar.

Its day-to-day running costs could not be criticised by journalists as most of the time it would act as a normal operational frigate. And in any future crisis its extra appointments would make it an ideal command ship for a task group, providing a suitable venue, too, for bringing warring factions to talk. — J. A. Hartley, Ripley, Surrey.

Watchful for rats

I read with interest the item about HMS Watchful at Great Yarmouth, where I served from 1943-45 — I must confess I was not aware that the WRNS had a band there.

As for the dog 'Brownie' I can only suppose that this was the dog that one of our seamen — who was drunk at the time — 'bought' off someone aboard another ship, brought aboard and fed with his own dinner.

I remember an RNR skipper who would not allow the signalman to point the Aldis lamp towards Germany — in case the enemy could read the signal.

And we had an ex-boxer for a cook who saw rats everywhere — no-one else did.

Good luck to all ex "Sparrows." — L. K. Paddison, Swansea.

Preserved on video

About a year ago I wrote to ask if your readers could help me trace a video on which my son Gary Campbell appeared while serving in the Gulf in Christmas 1987.

Gary died of cancer two years ago at the age of 27. As a result of your notice many people contacted me with offers to help and the story was picked up by Cardiff University and the Liverpool Daily Post — and to cut a long story short I now have my video to remind me of my darling son. God bless you all. — T. Hughes, Flint, Clwyd.

Putty in our band

Re the article on HMS Resolution's 1928 dance band (May issue), I remember that in 1924 she had a band consisting of mouth organs, accordions, mandolins, comb-and-paper etc.

It was about 20-strong and its musical director and comical conductor was Stoker 1st Class 'Batchy' Payne.

During the ship's visit to Eastbourne Batchy and the band arrived at Devonshire Park where the ship's Royal Marines Band was due to give a concert at 3pm.

To the dismay of the RM Bandmaster, the crowd wanted to hear more of Batchy's boys and his concert was half an hour late starting.

During the same period the Resolution had a musical ship's painter, the celebrated 22 stone Putty Philpots who played guitar and sang.

He could neither get into the paint shop nor his hammock, so he slept in an arm chair.

After leaving the RN he had the tenancy of a pub in Devonport and made several variety appearances around the country. — H. W. Le Breton, Ryde, IOW.

The right to be heard

I FELT I must reply to Std Lavery's comments about there being too many letters from old sailors and Navy enthusiasts.

He states that he has been an avid reader of Navy News for the whole of his Navy career — well, some of us have been reading it for longer than he has been alive.

And the sailor of today will be the 'old sailor' of tomorrow — let's see how he feels then. — S. Anning, Plymouth.



Navy News

No. 481 41st year

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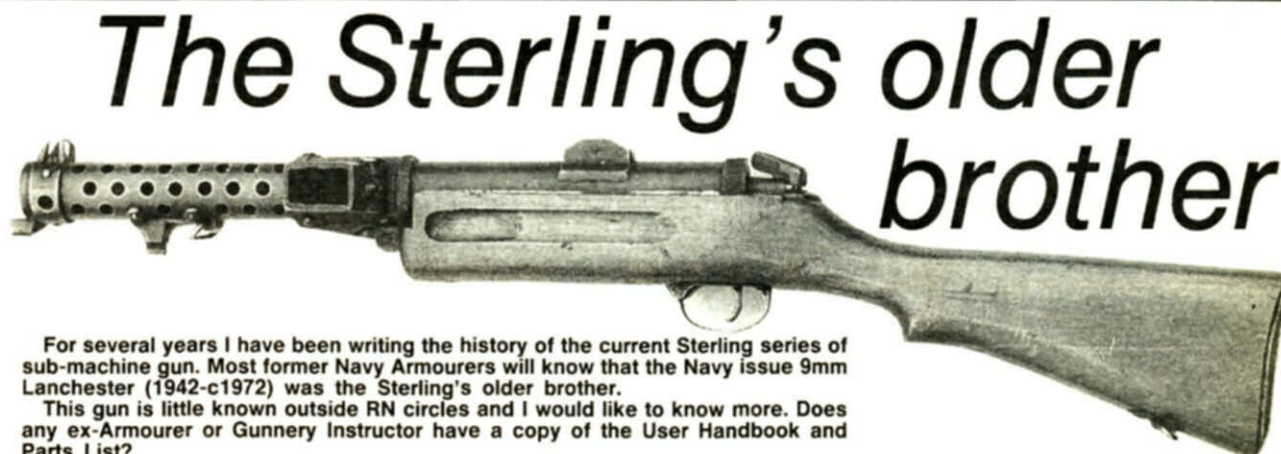
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For several years I have been writing the history of the current Sterling series of sub-machine gun. Most former Navy Armourers will know that the Navy issue 9mm Lanchester (1942-c1972) was the Sterling's older brother.

This gun is little known outside RN circles and I would like to know more. Does any ex-Armourer or Gunnery Instructor have a copy of the User Handbook and Parts List?

And does any reader have a photograph of anyone using a Lanchester that I can include in the research? — P. Laidler, (address supplied).



A wing and a prayer

REV Nick Woodcock, Padre to the Second Frigate Squadron, has become the first naval chaplain to fully qualify as a flight deck officer.

During a visit to HMS Cumberland, when he experienced unseasonably rough crossing of the Mediterranean, Nick completed the final aspects of his training with HIFRs, night operations and simulated emergencies.

Like so many sea-going chaplains he spends the vast majority of his time hopping from ship to ship where he always receives a warm welcome.

A return visit to Cumberland in the Jordanian port of Aqaba, homeward bound from Armilla duties, meant Nick could reacquaint himself with the Sea King (from 819 Naval Air Squadron, RNAS Prestwick), usually the sole member of the congregation during his new kind of "flight deck service". Nick, himself, points out that "communicating with pilots makes an interesting change from communing with Sky Pilots."

Hot news back from the Gulf

AFTER a five-month deployment to the Arabian Gulf, the Type 22 frigate HMS Cumberland (below) has returned to her home port of Plymouth.

Central to her role in the Gulf were Maritime Interdiction Operations (MIOPS) and success in this area depended upon excellent liaison with the US Navy, a "softly-softly" approach to merchant ships, and the reactions of her well-briefed ship's boarding party. Their work with the US Coast Guard, many of whom were embarked in Cumberland for short periods, presented the opportunity to build on the relations which the ship had established last year while conducting anti-drug operations in the Caribbean.

During GULFEX, a large multi-national exercise in the northern Gulf, the ship worked closely with the French frigate Jean de Vienne, who quickly dubbed Cumberland Le Requin (The Shark) because of her successful defence against simulated attacks.

The spirit of friendly competition reached fever pitch during an ad hoc cookery competi-

tion when national dishes were transferred between the ships' judging panels. The French eventually conceded that the professionalism of Cumberland's cooks was beyond compare and graciously accepted defeat!

Kuwaiti forces

Vital to the stability of the Gulf states is the continued co-operation between UK, US and Kuwaiti forces, the central theme of Exercise Native Fury 94. The naval element of the exercise, Eager Sentry, saw HMS Cumberland alongside in Kuwait hosting a variety of lectures, demonstrations and fire-fighting exercises.

While alongside in Sharjah, in the United Arab Emirates, 20 members of the ship's company enjoyed an alternative run ashore. The Sharjah Run took them 18 miles to Dubai and raised £1000 for the Guide

Dogs for the Blind Association and a local centre for handicapped children in Dubai.

On leaving the Gulf, HMS Cumberland headed towards East Africa having spent a short period waiting in the wings should her assistance have been required in evacuating British nationals from the civil war in Yemen. Next port of call was Mombasa, where the ship conducted a two-week self-maintenance period, then on to Aqaba, in Jordan, and the Israeli port of Haifa.

HMS Cumberland is now back in Plymouth where, after a short break, she begins preparations for her next deployment.

Below: A visit to the Dead Sea gave Cumberland's ship's company the chance to concede that while they may not be able to walk on water, at least they could float — and read the latest edition of Navy News at the same time!



SEA KING'S TIGHT FIT

WHEN 810 Sea King Operational Evaluation Unit (SKOEU) detached from Boscombe Down to Seeb Airport, Muscat, to take part in an anti-submarine warfare exercise in the Gulf of Oman a C5 Galaxy from the USAF Air Mobility Command was called in to transport the disassembled helicopter.

The Royal Navy's Mobile Aircraft Support Unit together with a team from 3AF USAF at RAF Mildenhall helped with the loading preparations and even with the rotor blades and main gearbox removed and the undercarriage depressurised to lower the helicopter, there was only one inch of clearance to the top of the C5's loading bay, a tight fit for all concerned.



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SALUTE



THE RAKISH lines of the Type 21 frigates ensured them a lasting popularity when the lead ship of the class, HMS Amazon, made her service debut in 1974.

Their Sixties design seemed to have leapt straight out of TV's fantasy series "Stingray", while a Navy News report of the time likened Amazon's operations room to the bridge of the starship Enterprise. Nothing like it had been seen before.

Names of the type all began with the letter A, as if to emphasise that they were first in the field with technical advances that barely two decades later are taken for granted.

Gas turbines

They were the first warships to be planned and built with gas-turbine propulsion — two Rolls-Royce Olympus engines for speed and two Rolls-Royce Tynes for cruising, in an arrangement which is now standard in virtually all major British warships.

They were also the first warships for many years to be designed commercially — by Vosper Thornycroft in collaboration with Yarrow — and in manpower terms were leaner than their predecessors.

HMS Amazon was launched by Princess Anne at Woolston in 1971 and commissioned in May 1974. She was followed by a further seven — HM ships Antelope, Active, Ambuscade, Arrow, Alacrity, Ardent and,

Heroic fate for Avenger

HMS AVENGER streams her paying-off pennant as she makes her final entry into Devonport on June 30. She will be handed over to the Pakistani Navy on September 23 and renamed Tippu Sultan after an heroic warrior of the 18th century.

In her last years in RN service, Avenger has operated in the Adriatic and South Atlantic, taken part in many NATO and UK

exercises, visited the Black Sea ports of the former Soviet Union and last November she figured prominently in a major anti-drugs operation.

The ship's company will disband after the handing over ceremony at Devonport at 1030 on September 23. Any ex-Avengers who wish to attend should contact The PRO, HMS Avenger, BFPO 217 before August 22.

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TO THE A-TEAM

Last Type 21s set to bow out

■ WHEN they first appeared 20 years ago they were hailed as revolutionary — as significant a step in ship construction as the change from coal to oil-burning engines earlier in the century. Now the last of eight Type 21s — among the most attractive warships to be built since the days of sail — have run their course in Royal Navy service. In this special feature Navy News marks their passing ...

finally in 1978, Avenger.

Like so many other ships their sternest test came during the Falklands War in which seven of the eight took part — and with distinction.

HMS Alacrity, under her commanding officer, Cdr Chris Craig, was given the hazardous

mission of traversing Falklands Sound to "scout" for mines and other impediments to the planned landing at San Carlos. Surviving the experience, she became the first Task Force ship to circumnavigate East Falkland.

Two others of the class were

not so fortunate. Within days of each other Ardent (Cdr Alan West) and Antelope (Cdr Nick Tobin) were sunk while covering the landing operations.

Ardent, her guns blazing defiantly to the end, was overwhelmed as Argentinian fighter-bombers attacked her 17 times, leaving the entire aft half of the ship ablaze and killing 22 officers and men.

Explosions

Antelope was hit by two bombs which killed a steward. The death toll would have been much higher had the bombs detonated immediately. They did not and Antelope sailed up San Carlos Water to disembark her ship's company to safety while an Army staff sergeant made an ill-fated attempt to defuse the bombs.

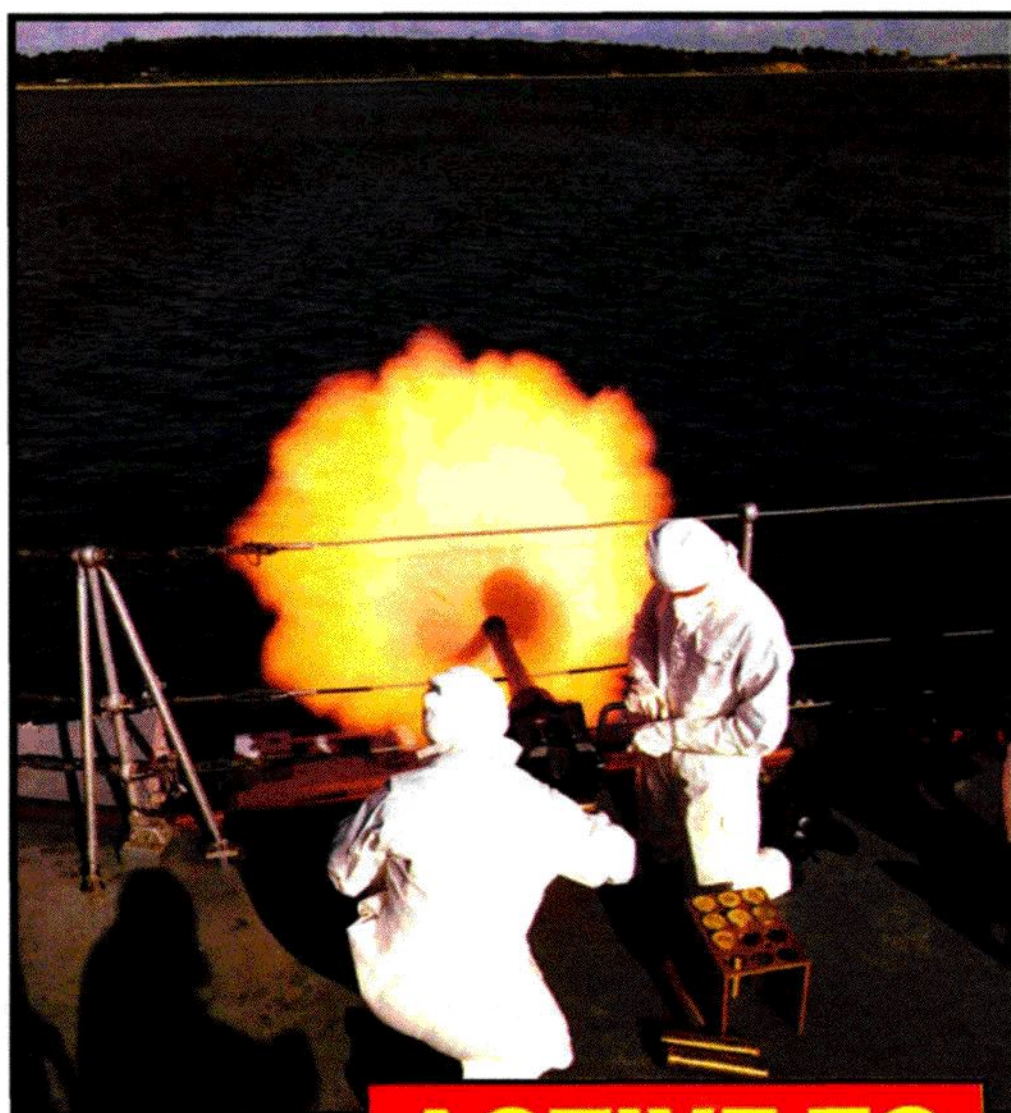
Ten minutes after the last member of the ship's company had left a series of terrific explosions tore the ship apart, killing the explosives expert.

Since that war the surviving six Type 21s have served in virtually every area in which the Royal Navy has operated.

Affection

Now it may be some consolation to their admirers that they are sailing on under the flag of the Pakistani Navy: Amazon, Ambuscade, Arrow and Alacrity have already been handed over, to be followed this autumn by Active and Avenger.

The affection felt for the ships by those who have served in them is best summed up by CMEA Keith Bussell of HMS Active, who has ten years' experience in 21s: "There's a sort of Type 21 club — a close-knit group in which everyone tends to keep in touch. No other ships have got the same feeling."



ACTIVE TO THE END

THE ORANGE flash of HMS Active's saluting gun is well caught in this shot timed to the split second by LA(PHOT) Richie Moss.

The occasion was the ship's arrival at the German naval base of Kiel, and the 21-gun salute was in remembrance of the war dead.

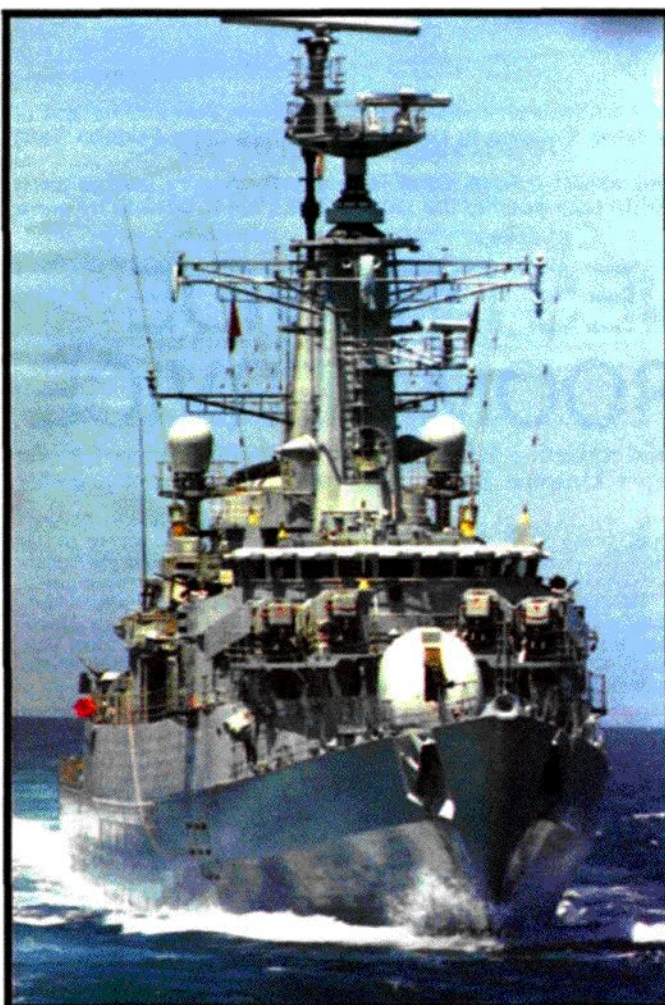
Typifying the workhorse role of the 21s, Active has this summer packed in a remarkably full programme: participation in Navy Days at Portsmouth, escort to HMY Britannia during the D-Day

celebrations on both sides of the Channel, a port visit to Caen followed by operations in the Baltic with visits to Poland and finally to Kiel where she represented the RN at Kiel Week.

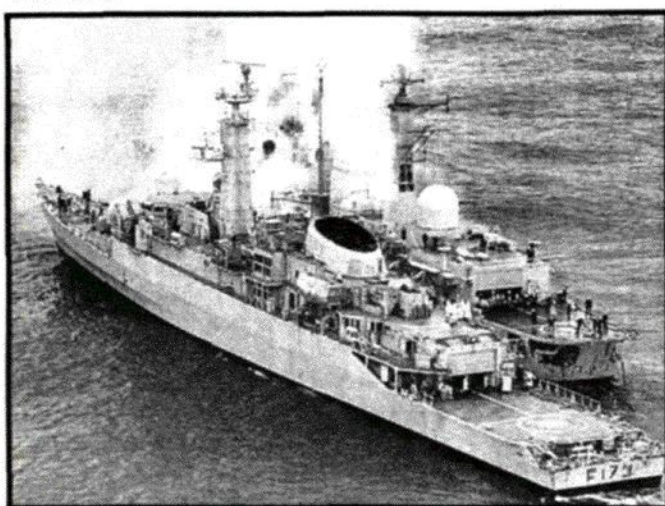
From her berth in Liverpool, the ship's company were able

to pay a farewell visit to her affiliated town of Burnley.

Active to the end, the frigate stood by during a salvage operation for a drifting dredger in the North Sea, and before her final entrance to Plymouth she was diverted for a submarine rescue exercise.



First of the class HMS Amazon in her heyday during a visit to San Francisco.



Flashback to May 4, 1982, and HMS Arrow rescues survivors from the blazing HMS Sheffield soon after the destroyer was hit by an Exocet missile during the Falklands War.

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One giant step for charity



STEPPING out into the unknown is Capt Charles Crawford, captain of HMS Collingwood, who took part in a sponsored abseil down the side of Fareham Civic Offices.

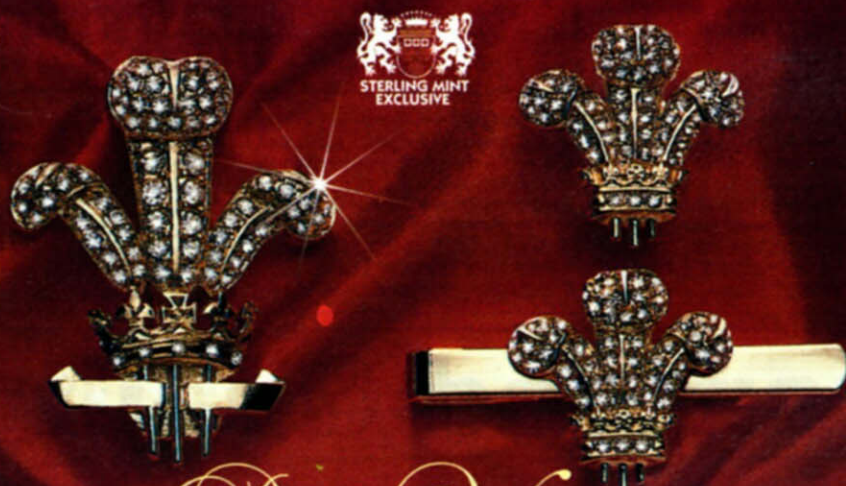
Capt Crawford, who dressed up as Admiral Cuthbert Collingwood after whom the establishment is named, was one of many local abseilers raising money for the Rainbow Centre and the Spastics' Society.



A LOOK of smiling confidence on the face of Labour MP Mrs Bridget Prentice as she is "escorted" 230ft down the City Bank Building in Lewisham by Cpls Larry Fodden (left) and Gaz Leicester.

Over 300 people took part in the abseil, held in aid of Muscular Dystrophy, and as each participant had to raise over £100 in sponsorship the charity looks set to benefit by more than £30,000.

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MARINES PROVIDE GREAT ROOM SERVICE

ROYAL Marines — serving and retired — have raised over £26,000 to pay for one of the rooms at the Children's Hospice South West which is currently under construction in Barnstaple.

Fund-raising activities, both large and small, routine and imaginative, were carried out by many RM units and their friends and families, ranging from an attempt on the world speed-marching record to musical soirees, pantomimes and one particularly lucrative source — a swear box on the bar in an officers' mess!

Many individual contributions to the appeal were also made including a generous donation from the Captain General Royal Marines, The Duke of Edinburgh.

Donations from the retired corps came from as far afield as Australia and Canada as well as

from many RM Associations throughout the UK.

The fund-raising effort was masterminded by Major David Baldwin who said the new room at the hospice was one way in which all those Royal

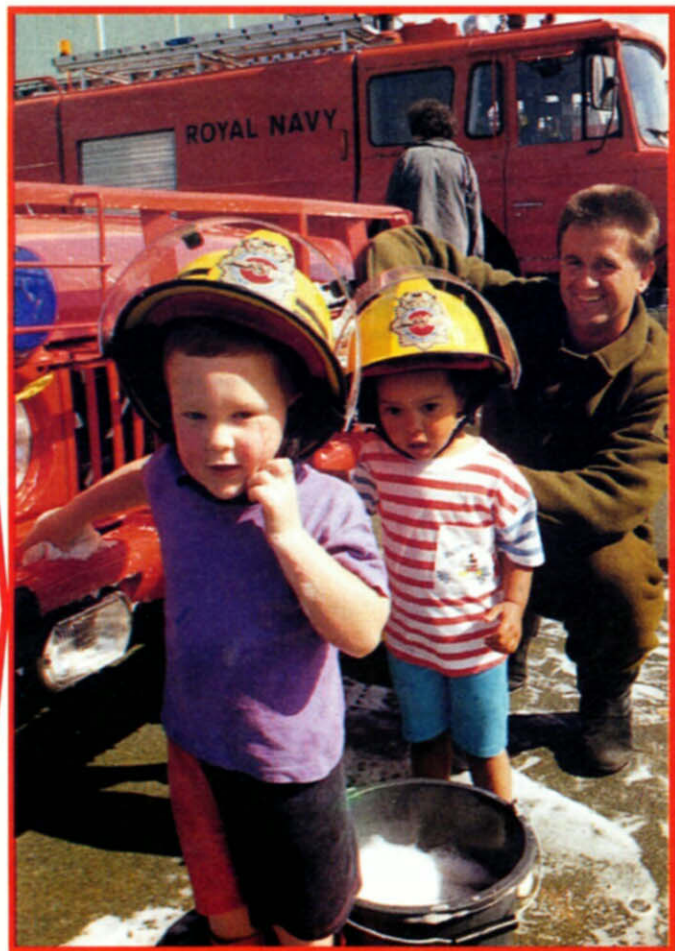
Marines who had served in the West Country could put something back into the community.

The Royal Marines' room will be called the Sea Horse Room — sea horses form part of the badge of the Commando Logistic Regiment RM.

Soap story at fire station

ARMED with buckets and sponges two willing helpers from Portleven Playgroup give LA Jerry Marr a hand during a visit to RN air station Culdrose's fire station.

The youngsters were taking part in a sponsored fire-engine wash which resulted in £60 raised for playgroup funds and a fleet of gleaming vehicles for the fire station.





Tall trees from little acorns grow

FIELD Gunners from the Fleet Air Arm take a well-deserved rest after completing a sponsored run from HMS Daedalus to Selly Oak, Birmingham in aid of the Acorns Children's Hospice.

The 143-mile run raised £3,500 which

will go towards funding a much-needed nursery nurse. The team's president, Capt David Newberry, and Field Gun Officer, Lt Will Langmead, presented the cheque to Gary Newbon, Brian Ware and John Overton from the hospice.



Peak practice for 750 Sqn

TWO MEMBERS of 750 Naval Air Squadron "peaked" at just the right moment during a charity bike ride.

Lts Bow Wheaton and Andy Lancaster, both observer instructors from RNAS Culdrose, cycled through atrocious weather conditions to visit the summits of Ben Nevis, Snowdon and Scafell and raised £1,077 for the Helston branch of Cancer and Leukaemia in Childhood Trust (CLIC). Through sheer determination and grit Bow and Andy combined pedal power and climbing skills to complete their sponsored ordeal in only seven days.

Cyclists from HMS London also raised money for CLIC when they rode from John O'Groats to Land's End. The long haul brought in £1,000 for the Saltash branch.

□ □ □

The Sentinels, the RN's Ice Hockey Club, took part in a sponsored penalty shoot-out on behalf of HMS Sultan Volunteer Cadet Corps. Despite an excellent display by the club's netminders a total of £361.30 was raised, with hotshots Colin Freeman and Steve Baker coming out as top scorers.

□ □ □

CPO Mark Harrison, from Fleet Maintenance Support,

HMS Drake, decided to go for the big one when he took up marathon running and chose the 1994 London Marathon for his first attempt. His gruelling four hours on the road raised £240 for the charity Dreams Come True and Longcause School.

□ □ □

Children from the married quarters estate at Rosyth naval base and from local youth groups made a clean sweep of Orchardhead Wood as part of the National Spring Clean Campaign. This is the second year the Royal Navy have been involved in the clean-up, with the youngsters well-supported by officers, senior and junior rates from HMS Cochrane who provided well-earned refreshments.

□ □ □

Thanks to Course X14, HMS Dryad, the garden of the Rehabilitation Centre at the Old Rectory, Purbrook is back to its former glory. Two evenings of digging and weeding mean the grounds can now be enjoyed by the centre's members for the rest of the summer.

□ □ □

Hospital Television (Ports-

mouth) which provides BBC 1, BBC 2, Meridian, Channel 4 and MTV and Eurosport to 37 wards at St Mary's Hospital, Portsmouth is hoping to improve service by producing their own programmes. They are looking for help in raising £37,000 which will go towards studio and engineering equipment. Anyone able to offer assistance contact Mike Bradley, Hospital Television (Portsmouth), Hospital Television Centre, St Mary's Hospital, Portsmouth PO3 6AF (tel 0705 822331, ext 2645).

□ □ □

Winners of the best design category at the annual Cyprus Charity Raft Race were CPOs Nick Cory, Rattler Morgan and Mick Ryan and LWTR Buck Taylor, from the RN Unit, 9 Signals Regiment. Based on an Oberon-class patrol submarine, and appropriately named Obsolete, the RN raft raised £135 towards an overall total of £6,000 in aid of Great Ormond Street Hospital and local charities.

□ □ □

Navigational skills, overall fitness, leadership qualities and decision-making abilities were all put to the test when a team from Britannia Royal Naval College entered Challenge 94. The first Regular Service team to enter the four-day outward bound competition, they came 16th out of 112 and raised £850, through sponsorship, for the Spastics Society.

□ □ □

The charity Hospital and Travel Aid for Sick Children has been formed to provide funds for sick children to travel to medical centres abroad and for overseas children to come to the UK for specialised treatment. It also provides financial assistance for parents travelling with their children. Anyone wishing to make a donation or organise a charity event should contact Mr R Ford, Hospital and Travel Aid for Sick Children, Crosslands, Eglwyswen, Crymch, Nr Cardigan, Dyfed SA41 3RU (tel. 0239 79 409).

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BRITISH AIRWAYS

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Hearts of gold help sick kids

KIND-HEARTED British Servicemen and women from around the world have raised over £21,000 for sick children with a little help from Naafi.

The money came from the sale of the Variety Club Children's Charity gold hearts at Naafi establishments from as far afield as the Falkland Islands, Hong Kong, Gibraltar, Bosnia and Croatia.

"Naafi was delighted to be included in this year's Variety Club campaign and made every effort to sell as many hearts as possible," commented Naafi's managing director, James Rucker, as he handed the cheque for £21,015 to Frank Bruno at the Variety Club's Children's Hospital in South London.

"I am told the hearts sold surprisingly well overseas which proves that British Servicemen and women do have hearts of gold, wherever they may be."

Poles visit

VICE Admiral Romuald Waga, Commander-in-Chief of the Polish Navy, is greeted on his arrival at RNAS Cudrose by the CO, Capt Peter Fish.

Admiral Waga and a party of high-ranking Polish naval officers completed a two-day goodwill visit to the base. They watched a Search and Rescue demonstration and visited the Sea King simulator, the Fire Fighting Training School and many other facilities.

During their time in this country, the four senior officers, accompanied by Cdr Szlegier from the Polish Embassy in London, also paid calls to Portsmouth and the Royal Naval Staff College at Greenwich.



Twin flies in for reunion



WHEN HMS Fearless sailed to the Mediterranean for two major NATO exercises, one of her ship's company had the chance of a get-together with his twin sister.

RO Robert Roulston was reunited with WAEM Elizabeth Roulston when she flew over from her own ship, HMS Ark Royal, with the commanding officer.

It was the second time these Royal Navy twins have managed a reunion mid-Med. Last year a get-together took place on board Robert's previous ship, HMS Birmingham.

The twins have two sisters and a brother, Peter, who served nine years in the RN. His drafts included HMS Hermes during the Falklands War.

Meanwhile, back in Portsmouth, LCK Paul Northeast was working alongside his younger brother on board HMS Argyll. CK Martin Northeast was "lent" to the Duke-class frigate by HMS Raleigh, when staff duties called for an extra pair of hands in the galley.

Martin, who served in HMS Fearless before HMS Raleigh, joined the Royal Navy in 1990. That gives Paul eight years head start. He also has a "Young Cook of the Year" title under his belt.

● A mere 43 years after serving together in HMS Sparrow, shipmates Ken Stone from Cornwall, Barry Good from Hereford and Ray Jacquett from Rotherham got together to discuss old times.

Ken and Barry, both lorry drivers, happened upon each other in a transport cafe. They were delighted when inquiries located the third of the trio, who served with them in the sloop Sparrow from 1949 to 1951. They're now hoping to make it a fivesome by finding two more oppos — J. Lamb and D. Hillard.

Efficiency drive



FOR HIS success in increasing the operational effectiveness of Fleet Diving Unit 1, CPO(D) Kevin Barratt — known to his friends as the Combat Wombat — has received a Herbert Lott Efficiency Award.

The presentation was made by the Superintendent of Diving, Cdr Brian Mansbridge.

FULL SET OF SETS



FOLLOWING a beard-growing competition held on board HMS Coventry while she patrolled in the Adriatic, all the heads of department ended up looking more like the CO, Capt. Chris Stanford, who has sported a beard since 1971 — at his wife's suggestion!

The supply officer, Lt Cdr Gary Lewis, has, in fact, been bewhiskered since 1978, but who could separate him from his peers, whose magnificent sets were produced in just three weeks.

However, even they could not match CK Angus Purden, the competition winner. (He was clean shaven again within minutes of winning the £15 prize).

Pictured (l-r) behind Capt Stanford, Capt. First Frigate Squadron, are Lt Cdr Phil Price (MEO), John Evans (XO), Gary Lewis and Chris Tweed (WEO).



For those in peril..

Disaster at sea can strike at any time. But life ashore has its disasters too — when sailors grow old, become disabled, fall on hard times, leave widows to be cared for and children to be educated.

King George's Fund looks after Royal Navy and Royal Marines widows and orphans from two World Wars and the Falklands Campaign to the present day. It is also the vital safety net for the many organisations serving the Merchant and Fishing Fleets. Every year, some 80 or more maritime charities receive over £2m in help from KGFS.

Sadly, the need continues to grow and we need your help to continue caring for the sea's victims in the years ahead. Please support us with your donation now, and please remember KGFS in your Will.

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COMMENDABLE COMPANY



Above: CCWEA Millington, Mr George Honour, Rear Admiral Roger Lane-Nott (FOSM) and LMEM(L) Stone.

IN a ceremony conducted shortly before the Royal Review commemorating D-Day, two ratings from the submarines HMS Ursula were presented with commendations by Flag Officer Submarines, Rear Admiral Roger Lane-Nott.

The ceremony took place in the presence of Mr George Honour, wartime commanding officer of X23.

CCWEA Robert Millington was commended for his exemplary work with the contractors who modified the submarine's weapons discharge system.

The commendation given to LMEM(L) Charles Stone praised his selflessness in tackling an electrical fire in the starboard motor generator. He used an extinguisher to put out the blaze then went on to assist in the motor room, where further emergency action was required.



Blood count

OUT for the count? Not a bit of it. Cdr Laurie Brokenshire is living, smiling proof that a man can afford to give away 100 pints of blood.

The CO of HMS Warrior headed the queue when the Regional Blood Transfusion Service visited the establishment and his latest offering

brought up his century in the personal donation stakes.

With him are Blood Transfusion Service nurses Sharon Phillips and Linda Rogers.

A promise fulfilled



COUNTY Cork-born Mick Doherty worked on his father's farm before joining the Royal Navy in 1947. Now approaching the age of 65, this one of the RN's few remaining "Promised Men" is soon to retire.

CPO(OPS)(M) Doherty's 47 years' service includes action with United Nations forces in the Korean War, while serving in HMS Cockade, and further sea service in HM ships Anson, Sluys, Ocean, Daring, Duchess, Tiger and Gurkha.

He has spent the past 23 years in the cadet accommodation and training ships berthed at Whale Island, where he has come into contact with thousands of Sea Cadets, CCF Cadets, their officers and visiting schoolchildren.

Dramatic farewell

FRIENDS AB David Turton and AB Neil Turner were in for a dramatic end to their eve of deployment farewell drink. On their way home they passed a blazing house and they sped into action when they realised a woman was still inside.

They pulled her clear and saw her safely taken away to hospital to be treated for slight burns and shock.

Insp. Bob Spencer of Willenhall station, in whose area the incident happened, said "Their heroic act undoubtedly saved the woman's life."

Neil subsequently sailed for the South Atlantic in HMS Brazen and David for the Adriatic in HMS Brave.

Cdr Kevin Parris, CO of the Brave, said, "This is another fine example of how naval training prepares people for the unexpected, particularly when life is in danger."

BACK TO EARTH FOR SAR MEDIC

IN JUST over two years at HMS Gannet WMA Fiona McWilliam flew more than 100 missions with 819 Squadron's Search and Rescue unit.

Duty Medical Assistants at Gannet are tasked with accompanying the SAR crew when called out.

Said Fiona, "The helicopter carries a comprehensive range of medical equipment and this together with the medical expertise we provide has

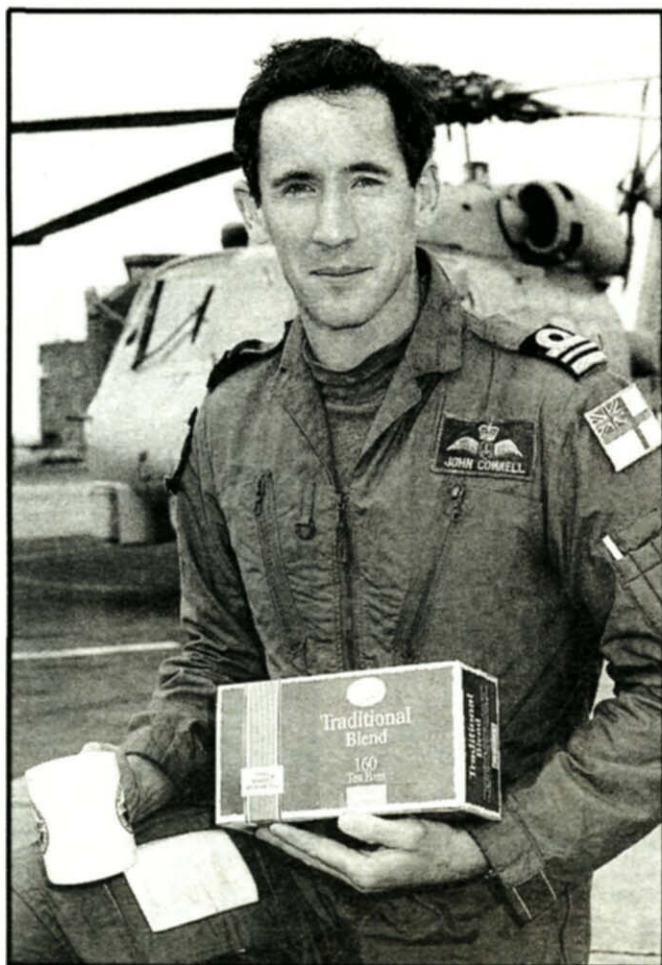
proved vital on occasions when the aircraft has been the first on scene of an aircraft crash or mountain accident."

Fiona joined the Royal Navy in January 1989 and trained at RNH Haslar, to which she has just returned.



WMA McWilliam

3,000 MILES FOR A DECENT CUPPA



THE LIVING may be easy but the tea is terrible in Florida, the Sunshine State. So while Lt Cdr John Connell is happy to be on an exchange appointment with the US Navy in Mayport, he snapped up the chance to enjoy a decent cuppa.

Opportunity came along when the USS T. S. Gates anchored in Torbay for the D-Day commemorations. John, serving on board as a helicopter pilot, flew one of the ships two Sikorsky Seahawk helos to HMS Seahawk.

There he enjoyed showing off the aircraft to former colleagues at 706 Squadron ... and downing a cup of the hot and refreshing!

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Dukes move to a new demesne

Last month four of the eight ships in the Sixth Frigate Squadron at Devonport transferred to the Fourth Frigate Squadron there, the Commanding officer of HMS Marlborough taking over as Captain 4FS from the CO of HMS Active.

HMS Active and HMS Avenger will continue as part of 4FS until their disposal (see pages 8 & 9)

Clanky's courses

Changes to training and advancement for Artificers and Mechanics are given in detail as part of the Marine Engineering Branch Development.

Greater emphasis will be placed on the role of the Artificer as a skilled technician and manager.

At the same time, Marine Engineering Mechanic ratings will enhance their maintenance and craft capabilities, enabling them to be employed on routine tasks currently undertaken by Artificers.

DCI RN 109/94 and 110/94

Air lines package

Responsibility for storing and de-storing of air stores for HM ships and RFAs is now

transferred from AFD at 18MU RAF Stafford to the RN at Portsmouth Naval Base, ext 22035.

Announcement under DCI JS 52/94

Warm work for some

The British Schools Exploring Society takes 16/20-year-olds on expeditions to Arctic and sub-Arctic venues — and sometimes to warmer countries.

This summer sees two six-week programmes of 'adventure-related scientific field work' in Montana and Zimbabwe, while next year trips are planned to Northern Norway.

The BSES requires assistant leaders with wide adventurous training experience who will be expected to help with the scientific work.

Naval personnel are also eligible to apply as young explor-

New office

Detached staff of 4FS also established the new squadron office in Portsmouth Naval Base last month.

This leaves HMS Norfolk, Argyll, Monmouth, Montrose, Northumberland, Somerset and Sutherland as planned to comprise 6FS, with subsequent ships allocated alternately as they are accepted into service.

DCI RN 117/94

A bit of bovver wiv a hover

It took over two hours to haul a giant SRN4 Swift hovercraft — the world's biggest and fastest — ashore at Lee-on-the-Solent.

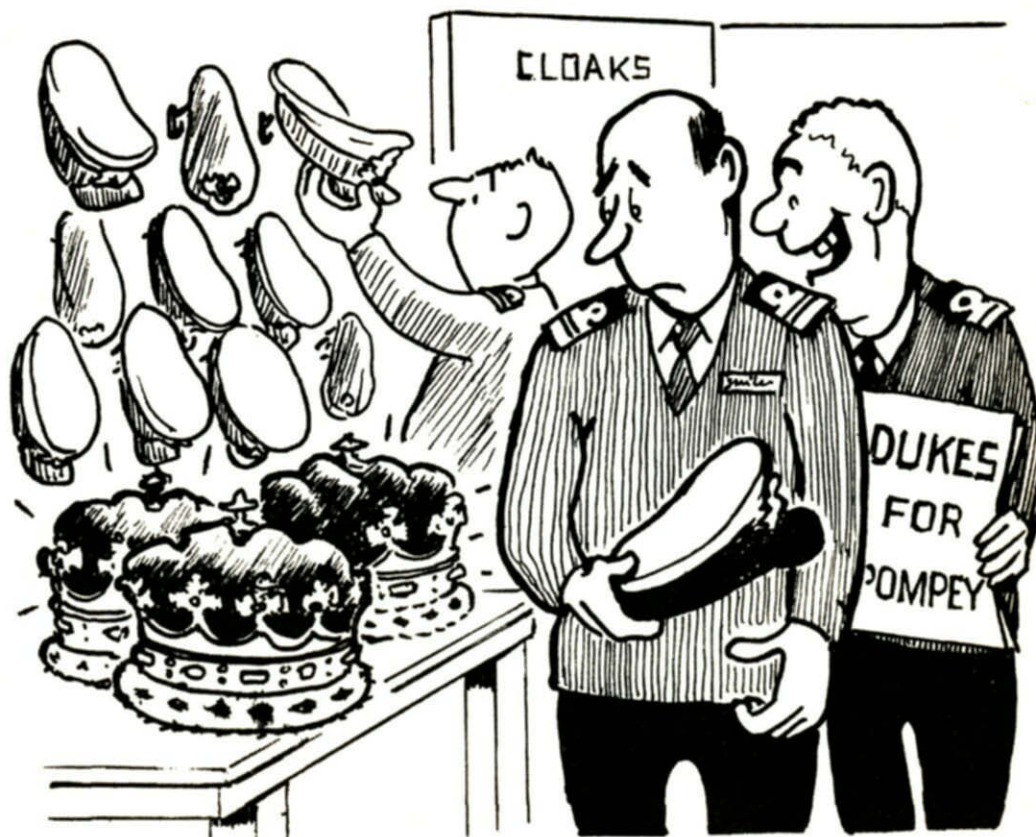
The 203-ton craft was then moved to HMS Daedalus, once the home of the RN Hovercraft Trials Unit, where she will eventually go on show in a museum.

Built by the British Hovercraft Corporation at East Cowes, Isle of Wight and launched in 1969, she had made more than 30,000 Dover-Calais crossings — one in just 24 minutes which remains a record.

Two other Mountbatten Class craft remain operating the service.



Get Wise on DCIs



"Must be the advance party!"

ers — provided they can be spared by their parent unit. In both cases, a personal financial contribution will be required.

DCI JS 49/94

Warfare rewarded

Principal Warfare Officer course prizes for 1993 have been awarded as follows:

Wilkinson Sword of Honour for best overall student — Lt S.

N. Pearson, HMS Westminister.

Capt Farmer Memorial Prize for highest marks — Lt M. C. Allibon, HMS Norfolk.

Captain's Warfare Prize for most improved student — Lt M. P. Maher, HMS Newcastle.

Cdr Egerton Prize and St Barbara Association Prize for best AWW stream student — Lt S. P. Porter, HMS Beaver.

Ogilvy Medal for best UWW stream student — Lt Cdr J. A. Morse, HMS Monmouth.

Portobello Association Prize for best PWO(U) student — Lt

Cdr A. S. Bell, HMS Coventry.

Jackson-Everett prize for best C stream student — Lt Cdr I. Smart, HMS Chatham.

DCI RN 129/94

AIM of this regular feature is to give a general impression of new Defence Council instructions affecting conditions of service. In the event of action being taken the full original text should be studied.

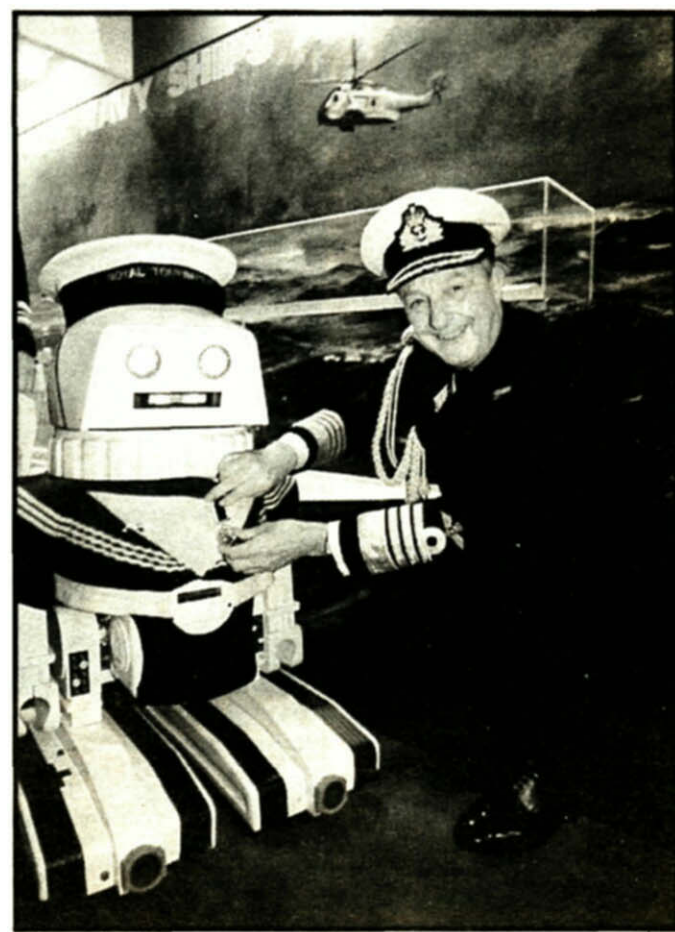
ROBOT COPS A GONG FROM THE BOSS

AT this year's Royal Tournament the Royal Navy stand was manned by 22 officers and ratings from all branches of the service. (See also back page).

It was a dramatic display which incorporated a submarine and operations room simulators, a helicopter simulator, a gun module, a recognition quiz and a Navy 'facts' machine.

The interactive modules allowed the public to take part in simulated submarine and frigate operations, anti-submarine warfare helicopter control and 'firing' a 20mm gun. The Navy 'facts' machine provided a photographic tour of a Type 42 destroyer, including personnel describing their jobs in the various compartments.

● Right: On July 21, Able Seaman Gem, the Royal Navy's tame robot, was presented with his Long Service and Good Conduct Medal by First Sea Lord Admiral Sir Benjamin Bathurst for continuous good service to the RN at many Royal Tournaments and other exhibitions over the past five years.



Inverness back home

A VISIT to her namesake town proved a busy few days for the Rosyth-based Sandown class minehunter HMS Inverness.

On arrival at Longman's Quay the ship's CO, Lt Cdr Wallace, paid official calls on the Harbour Board, the Deputy Chief Constable and the Provost.

One of the highlights of the visit was the civic reception in the Town House hosted by Inverness District Council. At the same time the ship was also a hive of activity with visits from local schools, the fire brigade, children from Raigmore Hospital and sea cadets from TS Briton.

A full programme of social and sporting events was arranged for the ship's company including a football match against the local fire brigade.

Florida fortnight

THE CHINA Fleet Club UK Charitable Trust is able to offer a further two timeshare weeks at the Beach Club, St Augustine Beach, Florida from Dec 18-Jan 1 at a cost of £240 per week.

Serving non-commissioned RN, RM and QARNNS personnel are invited to apply for details and an application form from China Fleet Club UK Charitable Trust, Timeshares, Saltash, Cornwall PL12 6LJ (tel. 0752 848447). The draw will be held in September and only the successful applicant will be advised.

Ship's good luck

HMS Middleton has been awarded the Good Luck Trophy presented annually by the Small Ships Training Staff for the ship from the minor war vessel flotilla displaying the best gunnery team. Middleton's team were assessed during a recent BOST.

Colourful day for King



45 CDO's Colour Party of Cpl Salisbury, C/Sgt Jim O'Connor, Lt Kev Oliver and C/Sgt Gregor Dickerson stand smartly to attention as the King and Queen of Norway drive down Prince's Street, Edinburgh, during their state visit to the UK.

Splendid events

WHILE most of the ships taking part in the D-Day commemorations gathered on the South Coast, Cdr Nigel Hibbert and 17 crew members from HMS Splendid flew the flag in the North of England by attending a series of events in their affiliated town of Blackpool.

The crew took part in a number of special events which included a remembrance service at the Cenotaph, a parade of standards and a march past.

The team from HMS Splendid also found time to enjoy some of the town's attractions as well as taking part in a sponsored 25 pdr gun-pull over the wet sand on the famous Blackpool beach in front of the Tower. A very creditable performance put them in fourth place, finishing ahead of the Parachute Reserve Regiment.

HMS Splendid recently sailed from Faslane for a six-month deployment to the Indian Ocean.

Sandown races ahead in Med

AFTER an extended period of trials in the cold regions of the West of Scotland HMS Sandown took part in a series of multi-national NATO exercises in the Mediterranean — and enjoyed the chance of a few runs ashore in much warmer climes.

Early in the year Sandown, the first fully-operational Sandown-class minehunter, sailed from Rosyth to join a NATO task force of Dutch, Belgian,

German and French minehunters supported by the Belgian ship BNS Godetia.

After rendezvousing with the group in Zeebrugge the ship

sailed to Spain and, after a brief visit to Cadiz, took part in Exercise Resolute Response off Cape Trafalgar. With her unique variable-depth sonar Sandown achieved the highest on task time of the assembled MCMVs, even though weather conditions were poor.

Sandown then went on to take part in a major amphibious landing, Exercise Damsel Fair 94 off Cagliari, Sardinia.

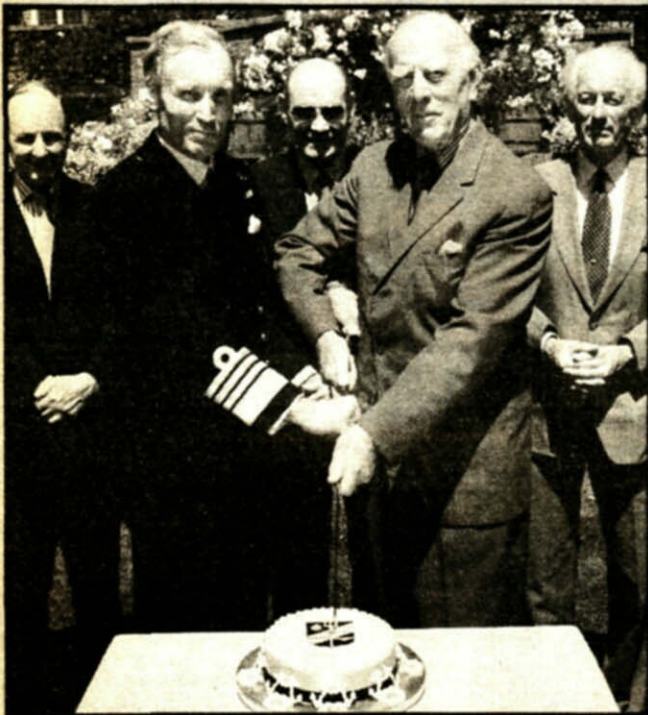
On her way back from the Mediterranean the ship called in at Cartagena, in Spain, to take part in a defence sales day during which a considerable number of Spanish naval and industrial personnel took the chance to inspect Sandown's advanced minehunting and ancillary equipment.

Sandown arrived back in Portsmouth in time for the D-Day anniversary commemorations and, with HM ships Hurworth and Spey, was responsible for the accurate anchoring of the ships for the Review of Embarked Veterans in the Solent.

The presence of Sandown at the review was particularly

appropriate given the presence of a previous Sandown during the Normandy Landings in 1944.

COMMAND IS CUT



ENJOYING a slice of the action are Admirals Sir Hugo White and Sir John Bush who gathered at Northwood, along with 10 other former Commanders-in-Chief of Allied Command Channel, to mark the demise of the command.

As a result of the changed political situation in Europe NATO has decided to disband the Channel Command and, from the beginning of last month, the Alliance now operates with only two major NATO commanders, the Supreme Allied Commanders for Europe (SACEUR) and for the Atlantic area (SACLANT).

The maritime responsibilities of the Channel area will be administered by the new NATO Commander Naval Forces North Western Region.

Looking on during the cake-cutting ceremony which marked the command's demise are Admirals Sir Benjamin Bathurst, Lord Lewin and Sir William O'Brien.

LEFT holding the babies are Cooks Colin Patson, John Headridge and Alan Vincent from HMS Montrose who helped supply officer Lt Cdr Charlie King deliver the frigate's commissioning cake to Derriford Hospital in Plymouth.

The 100lb cake, which was cut into over 500 pieces, was decorated with a hand-painting of the ship's badge and the five battle honours, mainly associated with the Normandy Landings, won by Montrose during the Second World War.

Picture: Western Morning News.



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NEWSVIEW

Package deal with punch

IF THERE is no gain without pain, then the results of the Defence Costs Study 'Front Line First' announced last month prove the point.

One is bound to be tempted to cry "enough" after the past few years that have seen one review after another — but the latest, which might have been expected to be the hardest of all to bear, showed that earlier exercises in new management theory and practice had already left the Navy in a lean, efficient state and thus the overall outcome was, on balance, in our favour.

The redeployment of minor war vessels from Rosyth is a heavy blow for their people who are resident in Scotland — and there will be significant consequences for those in the Medical Branch and in the three more shore depots which are to close.

But the projected increase in the Navy's front-line capability that these and other measures have allowed is profound.

After many years of uncertainty, replacements in prospect for the assault ships HMS Fearless and Intrepid are welcome news indeed for the future of our amphibious capability.

The value of such units in humanitarian relief work alone was amply demonstrated by Fearless even as the "Front Line First" package was being announced.

Unique status

In just five days, helicopters embarked in her flew medical teams into the jungles of Guyana to inoculate hundreds of Indians in remote communities against measles, mumps, rubella and yellow fever — the same deadly disease that was once the scourge of seamen serving in this part of the world in the days of sail.

Even more exciting at the sharp end, though, is the reiteration of interest in acquiring submarine-launched Tomahawk missiles — surely the most practical application of "power projection" available today and one that would give us a unique status among European navies — and the invitation to tender for Batch 2 Trafalgar-class boats to carry them.

Meanwhile, we have seen the end of the Type 21 frigates after 20 years of service. Back in 1974 the world's first major warships to be powered by gas turbines heralded an even more dramatic transition than that of the move from coal to oil that began over half a century before.

Now their still modern-looking lines belie the fact that they are outdated and under-armed — and with their passing the Navy is left with the most modern Fleet it has enjoyed since the early 1920s.

It is the speed, as much as the fact of change that is unsettling these days and Front Line First's successes need to be seen in this context — for having been achieved in the white heat of the drive towards economy in which the Navy has now been seen to lead the way.

THE NAVY'S NEW LOOK FOR THE NINETIES

● From front page

redeploy by April 1996. The Third Mine Countermeasures Squadron and the Minewarfare element of the Small Ships Operational Training Staff will move to Faslane while the First MCM Squadron, Fishery Protection Squadron and the rest of SSCOTS go to Portsmouth.

Pitcairne Maritime headquarters will close and Flag Officer Scotland, Northern England and Northern Ireland will transfer to Faslane.

But Rosyth retains a Naval Support Facility on the Caledonia site — primarily for ships' companies of vessels in refit.

There remains a firm commitment that the Fleet will continue to operate from three bases — Portsmouth, Devonport and Faslane — with ships' base ports remaining essentially unchanged.

But the Area Flag Officer posts will be abolished, their functions combined with other authorities. Naval Base Commanders will be accountable to the Chief of Fleet Support for material support functions.

Sea Area responsibilities will be undertaken by FOSNNI/Commodore Clyde — merging at two-star level in a new HQ at Faslane — and Flag Officer Sea training, accountable to C-in-C Fleet.

Other functions — such as personnel, security, administration, Reserves, Cadets and University RN Units — will be relocated to existing two-star officers or other authorities.

In the aviation world, RN air station Portland is set to close towards the end of the decade. Lynx helicopter squadrons 815 and 702 will move to Yeovilton while the Fleet Requirements and Direction Unit (FRADU) aims to move to RAF St Mawgan.

There are plans for a Defence Helicopter Flying School for basic flying training at either Middle Wallop or RAF Shawbury and advanced and operational flying training at Culdrose and Yeovilton may be merged.

The Basic Observer Course will be reviewed — perhaps with greater use of simulators — and there will be further work to explore transfer of FAA firefighting training to RAF Manston.

A permanent tri-Service Joint Headquarters is planned for 1996 at Northwood, Middlesex — the current home of C-in-C Fleet. This will enable MOD better to direct higher strategy, while the JHQ can take control of front-line operations faster

and more effectively in a crisis.

Some of C-in-C Fleet's non-operational staff would then join the staffs of the type commanders in the Portsmouth area, while NATO commands and staffs remain at Northwood.

As for the Navy's top-level management at MOD, the Chiefs of Staff Committee — Chief of the Defence Staff, Vice Chief and the three Chiefs of Staff — will continue to be the Government's top military advisers.

Ministers and the top-level Financial Planning Management Group — of which the First Sea Lord is a member — will set the overall strategy of finance and equipment plans.

Within this, the First Sea Lord is to be directly responsible for delivery and management of a rolling, three-year financial plan for operating the Navy — balancing what the Navy is asked to do against the money available.

Internal organisation of Naval Support Command is to be reviewed, retaining the concept of "a collocated core multi-disciplinary group structure".

Stores closing

To this end, long-term options in the Bath/Bristol travel-to-work area are under study.

Looking to the dockyards and maintenance support, the original plans to sell Devonport and Rosyth to separate buyers have been confirmed, with invitations to tender to be issued shortly.

The Fleet Maintenance Groups' task is to continue — but with some further civilianisation and contractorisation.

The Fleet Maintenance and Repair Organisation at Portsmouth is to be market tested and the advantage of retaining docking and essential defects work in base ports will also come under scrutiny.

The Royal Naval Stores depots at Eaglescliffe, Wrangaton and Exeter will close and there will be a large reduction in storage tasks at Devonport and Rosyth — with a corresponding increase in the storage and distribution role for Portsmouth. Faslane is to provide more general support in the northern area.

The consequences of change announced for individuals in the Medical Branch will be significant.

Primary peace and war medical care in ships and establishments is to be provided by deployable uniformed personnel, backed up ashore by peacetime civilian medical practitioners responsible to single service Medical Directors General.

Secondary medical care in shore hospitals will come from a single tri-Service hospital supported by four Military District Hospital Units within NHS hospitals in the UK. The good news for the Navy is that Haslar has been selected as the main hospital.

There will be further work to precisely quantify future numbers of RN medical and dental officers and MTs/MAs and to assess scope for market testing and closer integration with the NHS.

While there will be no reduction in the size of Royal Marines Bands, musician training is to be relocated. RM Deal will close — to the profound sadness of the local community, bound ever more strongly to its connection in the aftermath of the IRA bombing in 1989.

Proposals for musician training through bursary and scholarship schemes at civilian colleges are being looked at, as is the creation of a Defence School of Music.

A Joint Services Command and Staff College may be set up on a single site — Greenwich or Camberley — to combine RNSC, Army and RAF equivalents and

JSDC.

Collocation of initial staff training is being studied — but this will remain on a single-Service basis.

There is, however, the intention that more RN people will attend the Army-sponsored High Command and Staff Course.

RMCS Shrivenham is being considered as the defence centre for science, technology and related management and finance training.

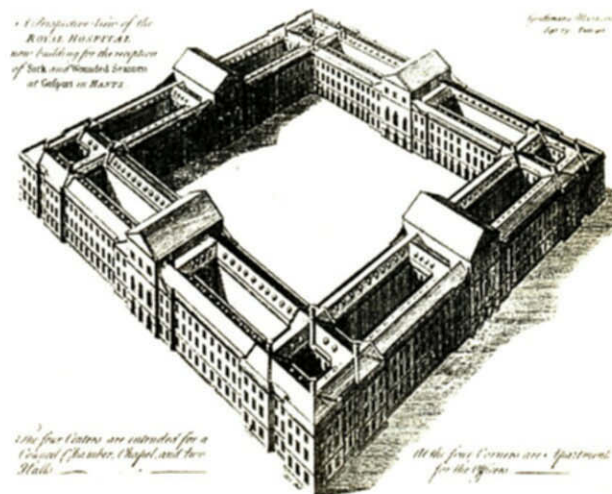
A Defence Operational Analysis and Assessment Centre is proposed within an agency, combining science and technology organisations, while the scope for consolidating it at Farnborough is being considered.

This will have implications for the siting of the Joint Acoustic and ASW Centre and the Underwater Systems Sector of the DRA.

Finally, the Defence Costs Study work confirmed the planned collocation of the Procurement Executive at Abbey Wood.

It is clear from all this that the uniformed strength will continue to be reduced during the next few years — though most of the reduction will be met by 'natural wastage' and lower recruiting.

Redundancies will probably be significantly less than those contained in the current phase and will hopefully be met by applicants. The Second Sea Lord will provide a situation report before Christmas.



● RNH Haslar as envisaged by the Gentleman's Magazine in 1751 — 250 years on, it is set to become the UK's single tri-Service hospital.

Guyana receives help in lightning assault on disease and poverty

FEARLESS IN JUNGLE AID BLITZ

AMPHIBIOUS RESOURCES of the assault ship HMS Fearless have been harnessed to provide a wide-ranging programme of medical and material aid to the Republic of Guyana.

Fearless, deployed to the Caribbean as West Indies Guardship, has been conducting one of the most ambitious aid projects to be carried out by a Royal Navy ship in the region for many years.

The package included treatment in remote villages for many hundreds of South American Indians, as well as inoculation of 500 people against measles, mumps, rubella and the killer disease yellow fever.

For five days in July, Fearless's medical teams were transferred into the jungle communities with the aid of Gazelle helicopters of 3 Brigade Air Squadron RM embarked in the assault ship.

Many of the Indians had not seen a doctor or dentist for years. Equipped with mosquito nets, plenty of water and a sense of humour, the teams spent most of a week in the jungle led by the ship's principal medical officer, Surgeon Cdr Stuart Allison, and the dental officer, Surgeon Lt Cdr Adrian Jordan.

Malaria

Cdr Allison treated 450 people for a variety of diseases including malaria, glaucoma and bone deformities caused by incorrect setting after breaks.

The dentist, working from dawn to dusk, saw more than 400 patients — extracting 1,000 teeth in the process.

Although the undredged approaches to the Guyana capital

Georgetown forced Fearless to stand 18 miles offshore, her helicopters, landing craft and hovercraft (the latter of 539 Assault Squadron RM) were able to transfer ashore more than 200 of the ship's company.

Teams led by S/Lt Kenny Maccauley and Australian exchange officer Lt Cdr Steve Woodall reached settlements 30 miles from Georgetown to provide the communities with badly needed water storage and pump equipment.

Coastguard

The two remaining aid projects were in Georgetown where each day work teams endured the long landing craft journey to refurbish an old people's home and a pharmacy bond, team leaders being POA Les Pearce and POWEM Muzz Murray.

Assistance was also provided to the Guyana Coastguard to enable them effectively to combat smuggling and illegal fishing.

Their Georgetown base was refitted with redundant equipment from RN bases as well as £20,000 worth of new material funded by the Overseas Development Agency.

Exercises

Two East German-built patrol craft, suffering from a lack of spares and maintenance, were refitted within landing craft in the Fearless's dock.

As well as the aid projects, the ship has been involved in exercises with forces from the Netherlands and Trinidad. E Company of the Commando Logistics Regiment RM trained at a special jungle camp and the embarked Royal Marines band gave concerts and held musical workshops in Georgetown.

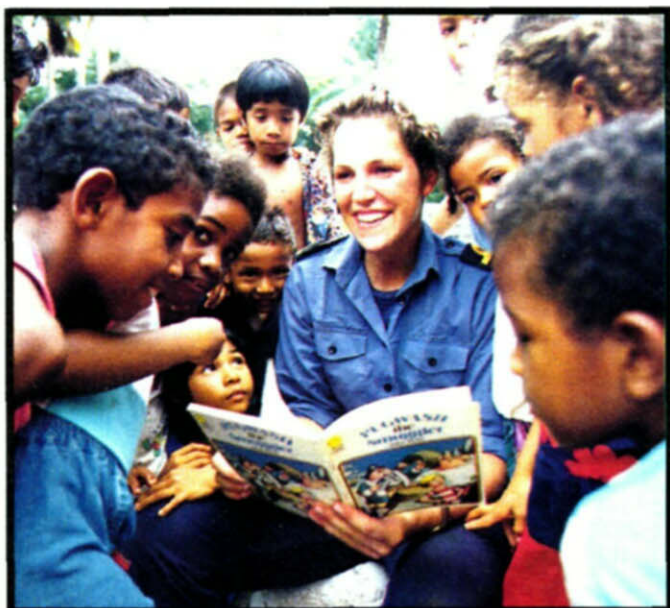


ABOVE: Amphibious help for the people of Guyana... Construction teams put ashore by Fearless's landing craft receive a warm welcome from the Guyanese, many of whom are South American Indians.



LEFT: HMS Fearless's dental officer, Lt Cdr Adrian Jordan, checks the teeth of children in a small village near Georgetown. Working in difficult conditions, and with a portable dental unit flown in by three Gazelle helicopters operated by Royal Marines, he saw almost 100 patients a day and extracted 1,000 rotten teeth.

Pictures: PO(PHOT)s Paul Cowpe and Dizzy de Silva



Storytime for these Guyanese children... S/Lt Selina Lamb reads Captain Pugwash tales from one of the many children's books Fearless brought from the UK.



These temporary tea maids at a Georgetown old people's home are (l-r) Wrens Joanne Hunter, Chris May and Justine Holland. The home was refurbished by one of the assault ship's work teams.



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THE SENIOR SERVICE CONNECTION

Believing firmly that "welfare is not only money", The Royal Naval Association offers a broad range of support to people with a Royal Navy connection. They help the disabled, look after the needy, cheer up the distressed, maintain naval traditions, support the Royal Navy, enjoy social activities, reunite shipmates and stand together in unity.

The Association assists King George's Fund for Sailors in raising money towards the Fund's caring work for all seafarers and co-operates closely with The Royal Naval Benevolent Trust in being aware of who needs help and ensuring it reaches them. They also take time out to remember, with affection and respect, Royal Naval personnel who have given their lives in the defence of their country throughout the long history of the 'Senior Service.'

On the side of youth, the Association supports Naval Cadet Forces, some of whose members will go on to become the leaders of the modern 'high tech' Navy.

AT THE DOUBLE!

Not just marking time — 40 years on from its Royal Charter, the Royal Naval Association has seen its membership increase two-fold in the past decade.

It's an ill wind etc. . . . The Royal Naval Association is actually doing rather well out of all the recent cutbacks and closures — this is one support service that definitely won't suffer under the 'Front Line First' review.

Secretary Capt Jim Rayner says membership of the RNA — which celebrates the 40th anniversary of its Royal Charter this month — surged in the wake of the earlier Options for Change redundancies.

Likewise the demise of the WRNS as a separate arm of the Service at the end of last year saw a welcome new influx of female Shipmates.

And in Australia Prime Minister Paul Keating's republicanism has brought in a fresh tide of ex-RN ex-pats determined to show the flag with like-minded matelots.

When the Royal Charter was awarded on August 30, 1954, the RNA was 12,000 strong. Today it has over 46,000 members — nearly double the number it had a decade or so ago — in 487 branches, 38 of them overseas.

The RNA was first formed in 1950 after a number of naval clubs and associations had sprung up from the spontaneous wish of naval people to carry on the comradeship they had found in wartime. Prominent among these were branches of the pre-war Royal Naval Old Comrades Association.

"The aim was to attract all of them to join the one principal naval association recognised by the Admiralty Board, so there would be a single association maintaining and representing the high standard and reputation of the Royal Navy," says Capt Rayner.

"It was also designed to provide comradeship and assistance in case of need for all naval people in the UK — and indeed any place in the world where people who had served in the RN came together."

A significant change was the inclusion of serving as well as ex-service members so that there should be a close liaison with the active Royal Navy.

Furthermore there was the intention that it should include all ranks, ratings and all Branches and specialisations of the Royal Navy, Royal Marines, Queen Alexandra's Royal Naval Nursing Service and those who served in the Women's Royal Naval Service, together with their Reserves so that it should be "all of one company".

Another early innovation was the adoption of the term "Shipmate" to be used as a form of address between members of whatever rank on Association occasions.

On August 30, 1954, The Queen reserved to herself the right to be the RNA's first patron — which she still remains. The adopted motto was "Unity, Loyalty, Patriotism and Comradeship" and thus the RNA declared itself to be strictly non-political and non-sectarian.

The two objects stated in the Royal Charter were:

- To further the efficiency of the Service in which Members of the Association have served or are serving by fostering esprit de corps and preserving the traditions of the Service and thus to achieve those ideals for which Our Naval Forces have fought and perpetuate the memory of those members who have died in the Service of their country.
- To provide relief from conditions of need, hardship or distress, to persons who serve in or have served in Our Naval Forces and all dependants of such persons.

'They work hard and they play hard — and justifiably they are very proud of what they have achieved in life'

These two objects have stood the test of time enabling the Association to undertake any activity to the advantage of the Royal Navy and help naval people whether or not they are members.

Capt Rayner: "The RNA provides a much needed social base for both serving and ex-service naval people. It arranges reunions, helping to bring together shipmates who may not have seen each other for many years. It will also be seen that under the second object of the Royal Charter the Association has accepted the responsibility for caring for the naval community."

"Sailors have always had the reputation for generosity towards those in need; not only do they dip their hands in their pockets to help those less fortunate than themselves but they provide personal sympathy and practical help."

"A good example of this is the way that members of the RNA help aged ex-sailors and widows with the upkeep of gardens and decorating their houses when this gets beyond them both physically and financially."

During the Falklands campaign the RNA arranged comforts for the wounded returning to the UK. It raised over £54,000 towards the appeal fund for victims of the IRA bombing of the Royal Marines Band at Deal.

During the Gulf Campaign it sent a small Christmas gift to every Sailor, Royal Marine and Merchant Seaman — the cost of over £10,000 donated by the membership.

Without the support of a Poppy Appeal or a Wings Week it has over the past 10 years through the generosity of its members made donations of over half a million pounds.

"Even so, people should not get the impression that being a member of the RNA only involves 'good works' — though that is, naturally, very important."

"Those very special people who were part of 'Our Naval

Forces' have learnt to enjoy each other's company and comradeship under the most severe of circumstances — ask anyone who has stood watch in a force ten gale!

"The same comradeship can be found in today's Royal Naval Association. Some people say ex-service organisations are just an excuse for a boozy party — nothing could be further from the truth. They work hard and they play hard — and justifiably they are very proud of what they have achieved in life. They wish to ensure that their time in the Royal Navy shall never be forgotten."

Many branches of the Association run thriving clubs to extend their range of activities and enable members to meet together more often in a social environment. Visits between branches and clubs are often made and visiting members are made very welcome.

"If you have never seen a Royal Naval Association parade you have missed a very moving experience. Branch and Area Standards are carried in memory of comrades who have 'Crossed the Bar' on all appropriate occasions — and competitions and seminars are held to ensure that Standard Bearers are trained to the very highest degree."

● To celebrate the past 40 years, the RNA is holding a Parade and Service from Horseguards Parade to the Cenotaph on September 18. Two Royal Marines Bands will take part. The parade will form up at 1030 — all Naval associations will be welcome, bring your Standards.

CONFERENCE '94

Holding firm on all fronts

Though far from the sea, Birmingham extended a welcome as warm as a breath of sea air to the 230 delegates attending the 1994 Royal Naval Association conference on July 9.

The venue was the city's splendid £170 million conference centre — its futuristic interior an affirmation of the city's forward-looking spirit.

Proceedings opened with a parade of the national standard by Shipmate Alan Robinson; two minutes' silence for departed shipmates; and a short prayer service. The President, Admiral Sir Desmond Cassidi, then welcomed the Lord Mayor and Vice Admiral Sir Roy Newman, Flag Officer Plymouth.

The Lord Mayor did not disguise his pleasure at having a naval presence in the city which boasts an abundance of pigeons, he said, but not a seagull in sight. He praised the professionalism of the Navy and spoke of the high regard in which it is held.

Admiral Cassidi paid a warm tribute to Flag Officer Portsmouth and his staff and the staff of RNA Headquarters for the excellent arrangements made to mark the 50th anniversary of D-Day.

Next year would mark the 50th anniversaries of VE and VJ Days. It was important to start thinking now on how a right balance was to be achieved to ensure these anniversaries were fairly represented and commemorated, he said.

Ovation

Admiral Cassidi thanked delegates and the National Council for their work in the past year which had yielded good results, with membership holding firm. He paid a warm tribute to the General Secretary, Capt Jim Rayner, attending his last conference — an announcement which won a standing ovation. He thanked Shipmate Tom Gallagher, standing down

as No 10 Area National Council member, for his years of service.

He apologised for being unable to take the salute at the parade and march past. This was due to Lady Cassidi having to undergo an operating in hospital sooner than expected. The salute would be taken by Rear Admiral J. A. Bell, a Vice President of the association. He then presented the following awards:

The Sword of Honour — No 1 Area, for making the greatest increase in full members.

The Briggs Dirk — Shrewsbury, for making the greatest increase in full members by a branch with over 30 members.

The Briggs Rose Bowl — Gateshead, for making the greatest increase in full members by a branch with under 30 members.

The Tasker Bowl — No 6 Area, for covenanting.

A surplus of income over expenditure of £3,831, with membership holding firm at 44,836, was the cheerful news from Shipmate Ron Tasker, chairman of the National Council.

He praised this effort and thanked No 8 Area for hosting the event and for providing such excellent facilities. He welcomed Cdr Brian Jones RN, the association's new liaison officer with the Navy, and thanked his predecessor, Cdr J. Owens RN.

Shipmate WO R. J. Barraclough, honorary treasurer said the overall financial picture was good.

Economies made by Headquarters staff resulted in a saving of £2,573. Income tax reclaimed on covenanted subscriptions increased by £553. A rise of £34,212 had been achieved on subscriptions income, due to an increase



from £4 to £5 on January 1, 1993.

There was good news also on the investment front. Thanks to a decision by the National Council to increase investment in the association's Portfolio, investments rose by £93,267. In addition, there had been a generous donation of £5,000 from Pussers Rum.

The following shipmates were elected to the National Council — Dennis Judge (No 1 Area), Kay Warrington (No 3 Area), Wally Henry (No 10 Area) and Billy Ellis (No 12 Area).

A £1,500 cheque, proceeds of a Royal Marines concert, was presented by Mansfield branch for the Central Charities Fund. Cardiff branch presented a £500 cheque for the Investment Fund. And £741 to aid three naval charities was presented — the money raised by Shipmate James, from the sale of "Battle of the Atlantic" plaques.

● Conference debate — P23

National biggest to pe

COMMENTING on the latest Defence Vice Admiral Sir Roy Newman likened them to undergoing a

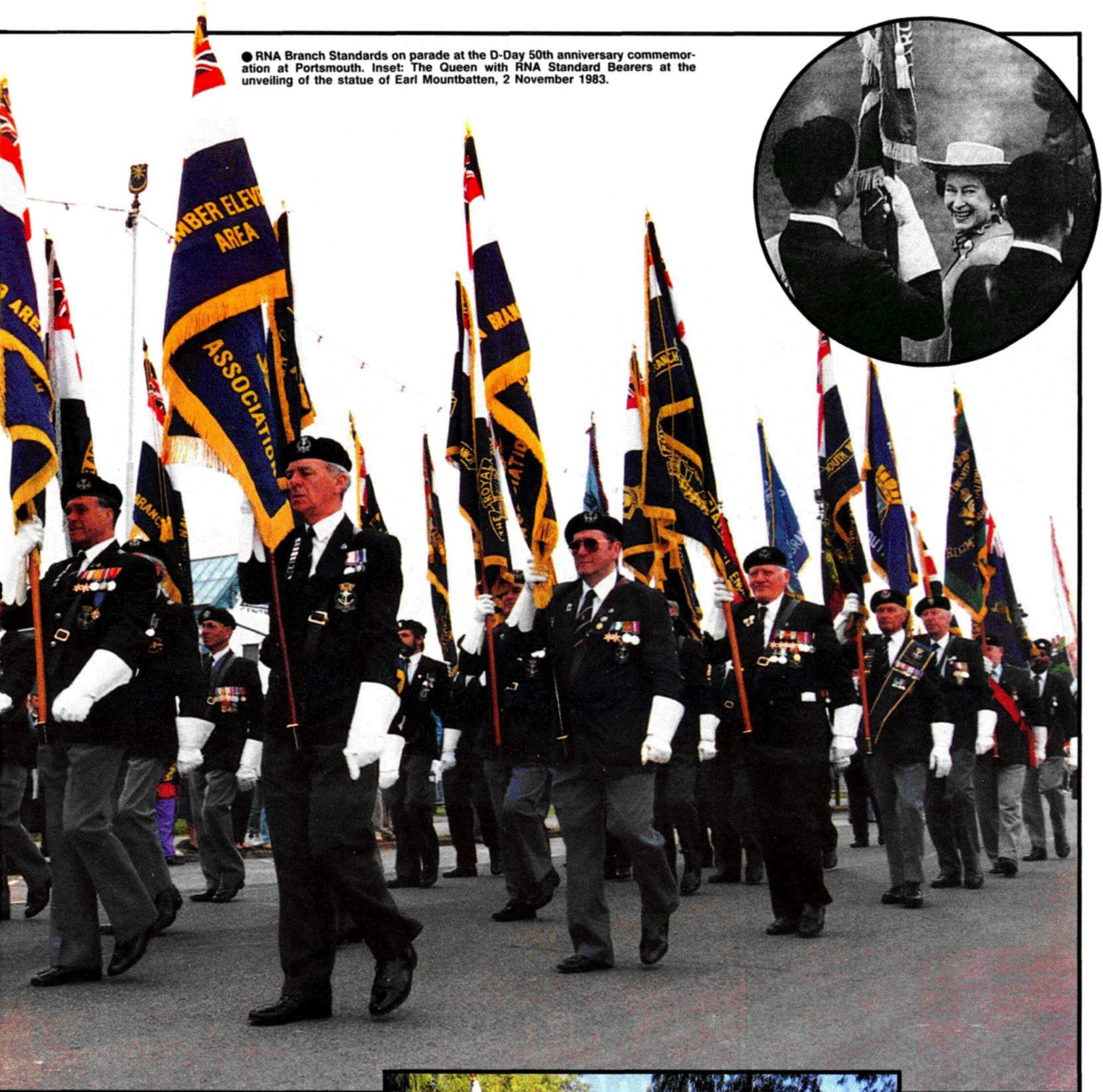
He reminded delegates that the Navy's keeping missions since the end of member of the United Nations the keeping the peace.

The biggest threat to peace today is the resurgence of nationalism taken to extreme potential areas of conflict — Korea, former Yugoslavia and Russia.

Russia, since embracing democracy, has great instability. People were disillusioned had not been met. Crime and

The world was in such a volatile state where the next flash point would be

● RNA Branch Standards on parade at the D-Day 50th anniversary commemoration at Portsmouth. Inset: The Queen with RNA Standard Bearers at the unveiling of the statue of Earl Mountbatten, 2 November 1983.



ism 'the t threat ace'

fence cuts at the RNA confer-
wman, Flag Officer Plymouth
series of painful operations.

avy had contributed to 14 peace-
f the Cold War and as a paid-up
e UK would continue the task of

ay, he said, was from an emer-
tremes. He went on to spotlight
a, Georgia, the Middle East, the

racy, was experiencing a spell of
lusioned and unhappy. Expecta-
d violence were on the increase.
e state that no one could foresee
be.

Centenary Square Service

CENTENARY Square, Bir-
mingham, was the setting
for an impressive parade
and service on Sunday
morning, conducted by
Bishop Ambrose Weekes,
former honorary chaplain
of the association.

The parade — compri-
ng a huge contingent of
shipmates displaying
almost 100 standards, led
by the national standard
carried by Shipmate Alan
Robinson, marched proud-
ly into the Square to music
by the Band of the Royal
Marines, Commando Train-
ing Centre, Lympstone.



● Perth, Australia, June 1991 — a D-Day Parade and Service organised by Nor-
mandy veterans. The
Republican movement
Down Under has ironically
given Royal Naval Associa-
tion branches there a shot in
the arm.



UNHOLY OBSESSIONS OF THE 'DEVIL'S ADMIRAL'

WHILE midget submarines and "human torpedoes" were employed with occasionally spectacular success by the British and Italians in World War II, Germany — whose U-boats, as in World War I, came close to achieving victory single-handedly — was curiously unsuccessful with its K-Verband ("Small Battle Units").

At the beginning of 1945, when the first of the two-man Seehunde midget submarines became operational, Donitz was characteristically optimistic — despite the fact that all previous K-Verband ventures had ended in fiasco.

Assured

"Assuming that out of the 80 scheduled to operate per month, only 50 are able to attack, then 100 torpedoes will be fired at the enemy," he assured Hitler.

"If 20 per cent of the torpedoes hit their targets, then about 100,000 tonnes (of shipping) will be sunk."

Yet by the end of hostilities some 415 sorties by Seehunde, Biber and other similar craft based on the Dutch ports had

accounted for only 15 merchant ships grossing 17,792 tons — for the loss of 159 of their number.

As V E Tarrant concludes in *The Last Year of the Kriegsmarine* (Arms and Armour £16.99): "In terms of human sacrifice and materiel expenditure it simply wasn't worth the effort."

Evacuees

But in the face of such appalling losses, Donitz maintained it was necessary to fight to the bitter end — so that as many troops and civilians as possible might be saved from Russian captivity. In fact over two million were rescued from East Prussian and Pomeranian ports and transported to ports in western Germany — and only one per cent of the evacuees lost their lives in the process.

Nearly a third of these died in a single incident — the torpedoing of the liner Wilhelm Gustloff, a little-known tragedy submerged in the wider tragedy of the greatest conflict in history that still has the distinction of being the worst-ever maritime disaster.

Unable to prevent the Allied

invasion of Europe, the Kriegsmarine increasingly put its faith in bizarre, semi-suicidal weapons — many of which simply vanished.

The statistics speak for themselves. There is no denying the courage of their volunteer crews — nor that responsibility for their sacrifice rests squarely on the shoulders of Donitz, for whom attempts at post-war rehabilitation as the saviour of refugees from the East must be set against his devotion to the ignoble cause he espoused to the finish.

On August 24, 1944, he told his flag officers: "I would rather eat dirt than allow my grandson to be brought up and become poisoned in the filth of Jewish

culture, and that the purity of today's public art, culture and education, which we now all regard as obvious... should fall into Jewish hands again."

Deviation

Donitz's tunnel vision "cleaved straight, scoring any deviation from the course set by the Führer, seemingly intent only to prove that when the waters finally closed over the tortured ruins of the Third Reich the ensign of the Kriegsmarine would still be flying."

It did — and as this story shows, with honour — even if 'The Devil's Admiral' sacrificed his own to make it so.

— JFA

Songs to wet your whistle

"TO the best of my knowledge there are no drinking songs among English folk songs."

Thus R. T. Davies in his introduction to *Medieval English Lyrics* — a line that inspired veteran nautical songster Cyril Tawney to trawl out an album of the same.

"Anyone who says a thing like that simply hasn't been paying attention," the 'Song Bo'sun' observes in the notes to *Down the Hatch*, an appropriately titled CD collection he insists is "a mere toe-dip in a sizeable reservoir of bibulous balladry."

Included are "Down Where The Drunkards Roll" by Richard Thompson — and from *Down Under*, "Bluey Brink", compiled, not surprisingly, from "several widely different versions."

"Reunion" and "On A Monday Morning" are examples of the artist's own work. Former submariner Cyril — best known for the much-recorded "Sally Free and Easy" — left the Navy in 1959 to begin folk singing as a full-time career and was one of the lights of the British folk revival in the early 1960s.

For those who like to get happy to the accompaniment of a good holler, *Down The Hatch* is available from Neptune at £11 inc pp (see advertisement on this page).

Publishers cut it out

STEPHEN Biesty has lately been a worthy inheritor of the Eagle comic's fondly-remembered cross-section artists — promoting publishers Dorling Kindersley to bring out a couple of paperbacks in the same genre.

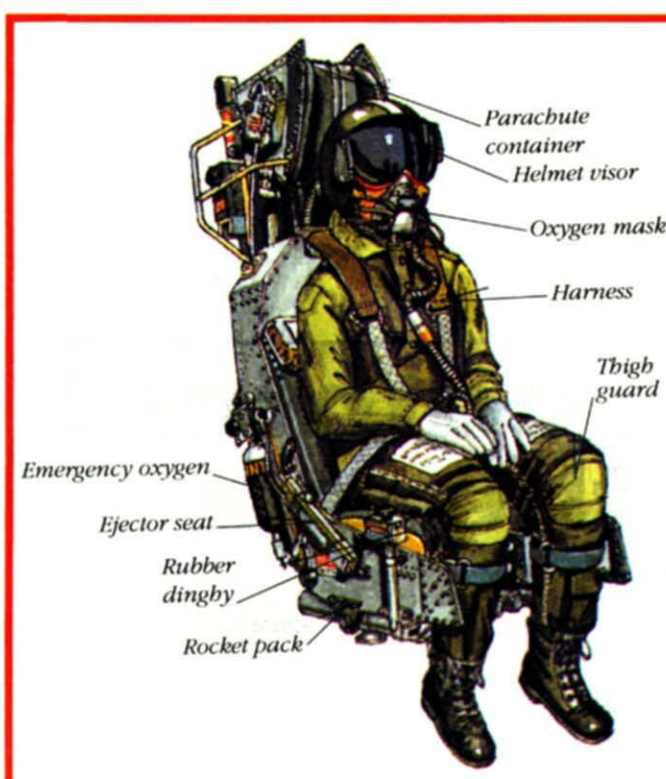
At just £3.99 *Look Inside Ships* and *Look Inside Planes* are both excellent value — but Biesty's minutely detailed hand is missing in both and it shows a bit.

These are illustrated respectively by Jonathan Potter and Hans Jenssen — and of the two the latter has the edge.

Kids stuff, maybe — but kids from nine to 90 will en-

joy these books. In some instances they both pick up a detail Biesty knew would titillate the tinies — someone, somewhere may be found sitting on the toilet.

Meditatively enthroned here is Jenssen's visualisation of a Harrier pilot, promoting the obvious question someone in the Fleet Air Arm may care to answer...



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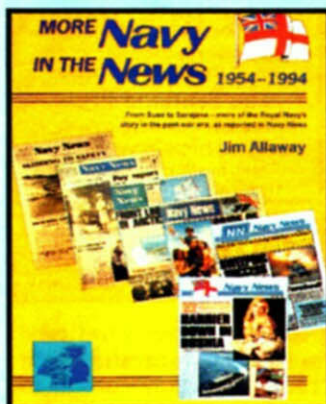
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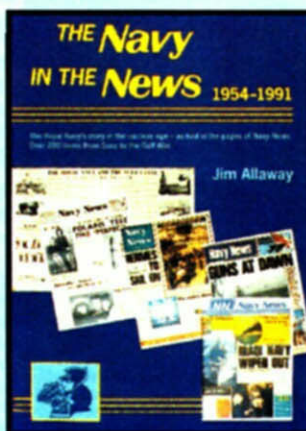
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Payment by credit card please use coupon on page 31.



Masterly exposition of naval war by American professor

THE Anglo-German naval race of the Edwardian era was undoubtedly one of the key elements of the tragedy of 1914-18, although the carnage of the land battles has overshadowed its importance.

Likewise the growth of naval power in other countries, which also did much to erode the perceived British supremacy established a century before at Trafalgar, has also been largely overlooked.

Now, out of Florida State University has come what purports to be the first single volume to treat all aspects of the naval war.

Acclaimed

Professor of History there is Paul Halpern, whose coverage of the Mediterranean theatre in two companion studies has already been widely acclaimed —

and in *A Naval History of World War I* (UCL Press £25) he has achieved a remarkable tour de force by weaving the contributions of all the participants into a single narrative.

His analysis of Jutland — to which miles of print have been devoted — is sensibly economical, finding no fault with the general view of it being a strategic defeat for Germany and the verdict that poor single communications deprived Jellicoe of a decisive tactical victory.

The most tragic blunder of all, in this author's opinion, was the Admiralty's failure to pass on intelligence that Scheer had asked for a zeppelin reconnaissance of Horns Reef, indicating that the German Fleet had been ordered home on the morning of June 1.

Had Jellicoe received this information, it would have been possible for him to have taken up a position to resume the battle at daybreak against a very battered Scheer and possibly

achieve another "Glorious First of June."

Nothing new here — but the distillation of the essentials is exemplary. It is in his overview of the activities of the French and British in the Mediterranean, the Italians and Austrians in the Adriatic and the Russians, Germans and Turks in the Baltic and Black Seas that the author opens new perspectives.

Imperial

The successes of the Imperial Russian Navy are given the prominence they deserve — and the changing scene in today's Russia may allow historians to mine the archives and set the record straighter still.

The Russian Navy was clearly on top in the naval war in the Black Sea when plans were disrupted by the March Revolution of 1917 — though the Black Sea Fleet remained aggressive and very active well

after.

Halpern quotes a telling report from a British observer at Sebastopol that shows the "fundamental problem" that lay behind the ultimate failure of an ostensibly powerful force — the same one that caused its destruction at Tsushima 12 years before.

"Here I myself have noticed that there is no sympathy between officers and men, that, out of routine, the officers take no interest in the welfare of the men, no attempt to institute games to occupy their spare time and many such small items which all tend to make life on board ship like a large club with a mutual feeling of interest and respect between all ranks and ratings.

"When I first arrived, I suggested that I should start football, etc., but it was intimated to me that such barbaric and brutal pastimes could not be encouraged..."

— JFA

At Your Leisure



Above: Work holds the fatal attraction for Glenn Close in *The Paper*. She plays an ambitious executive — in this still looking to get something off her chest, perhaps?

SCOOPS AND SCANDALS AT THE SOARAWAY SUN

MIKKI and Griff — anyone remember Mikki and Griff? They sang close harmony around 1960; Griff with his Flying Officer Kite whiskers and Mikki looking like a geography teacher nearing retirement. They weren't that bad actually, but they seemed somehow to represent the state of British pop at the time — the Yanks had Presley, Berry, Jerry Lee Lewis; we had Mikki and Griff.

Anyone with an ear to the ground, however, might have heard noises coming from the direction of a sleazy nightclub in Hamburg where five lads calling themselves the Beatles were developing a style which within a few years would turn four of them into a phenomenon that would scorch through the pop scene like a flame-thrower.

Grubby

Backbeat takes a look at the grubby beginnings of one of the century. McCartney, Harrison and Starr tend to loiter on the sidelines, but Len-



Screen Scene

non and Stuart Sutcliffe, "the fifth Beatle", being dead and non-litigious, are both placed centre-stage, with the film insinuating various complicated, uncomfortable undercurrents in their relationships with one another and with a German photographer, Astrid Kirchherr.

Stretching

The period atmosphere — duffle coats, Aldermaston marches, espresso bars — is lightly sketched in, but the musical atmosphere — the band tearing through larynx-stretching versions of American hits like Long Tall Sally — is spot on.

Sutcliffe, of course, stayed on in Germany with his Astrid and died of a brain haemorrhage in 1962. Within a year the group had their first hit, "Beatlemania" had begun to sweep the planet, and Mikki and Griff had retired from show business.

"City desk!" "Hold the front

page!" "Stop the presses!" — staple lines from that reliable mini-genre the newspaper movie, though as it happens, only the last of them, delivered with a due sense of occasion, is included in this latest manifestation, titled, with as much imagination as you could squeeze into an eyedropper, *The Paper*.

But what the film lacks in originality it makes up for in velocity, with its prestigious cast hurtling through at least a dozen separate plot lines.

There's Michael Keaton as the dedicated reporter who even turns a job interview into an excuse for a scoop; there's Robert Duvall as the veteran editor fretting about his prostate; power-dressing Glenn Close as an ambitious executive, Randy Quaid as a scruffy crusading journalist.

Pregnant

Then there's a tyro photographer given one last chance to come up with a usable picture, the pregnant reporter who won't quit her story... and on it goes. There's an extra layer of amusement for British audiences in that the paper employ-

ing all these sterling characters is called *The Sun*. What a whopper!

That lolling agglomeration of fur and dripping jowls known as Beethoven the St Bernard is back. Beginning with a close-up of a glistening muzzle and moving into a canine day-dream of over-flowing feeding bowls and kind-hearted owners proffering steaks the size of duvets, *Beethoven's 2nd* is most entertaining when at its doggiest: the Steadicam gliding through the environment at mutt's-eye level, registering the lampposts and fire-hydrants, plus that cute little number with the furry ankles.

Poor Charles Grodin, than whom no actor is better or funnier at registering panic and dismay, is here called upon to do little more than deliver lines like "Wurghhh", "Aghhh" and "Ooooff" when responding to Beethoven's latest bout of devastation. He does so masterfully.

— Bob Baker

Cold comfort in the ice

MARCH 1948: HMS Ambush in the Arctic, where the brand-new A-Class submarine was sent to test the Snorkel or "snort" device — used ever after to allow diesel-electric boats to recharge batteries while submerged — in extreme conditions.

Tension mounts as Coxswain "Grocer" Greer prepares to "Up Spirits". Looking on in eager anticipation is Leading Signalman Bill Sherrington, who provided this item for *Submarine Memories*, an imprint of the Gatwick Submarine Archive, available from Hadley, Upper Beeding, West Sussex BN44 3TQ, at £7 inc pp.

The archive was founded in 1988 by the Gatwick branch of the Submarine Old Comrades Association to record members' photographs, anecdotes and other ephemera for posterity — but what was originally a purely local exercise has grown to embrace contributions from a wide range of sources, with help from the Submarine Museum at Gosport.

Other boats featured in this well-illustrated collection include Strongbow, Sybil, Artemis, Satyr, Unruly, Grampus, Aeneas, Turpin, Affray, Token, Tireless and Shakespeare.

MORE NAVY NEWS

EIGHTEEN Wessex 5 helicopters of 848 Naval Air Squadron fly over HMS Albion, at anchor off Labuan.

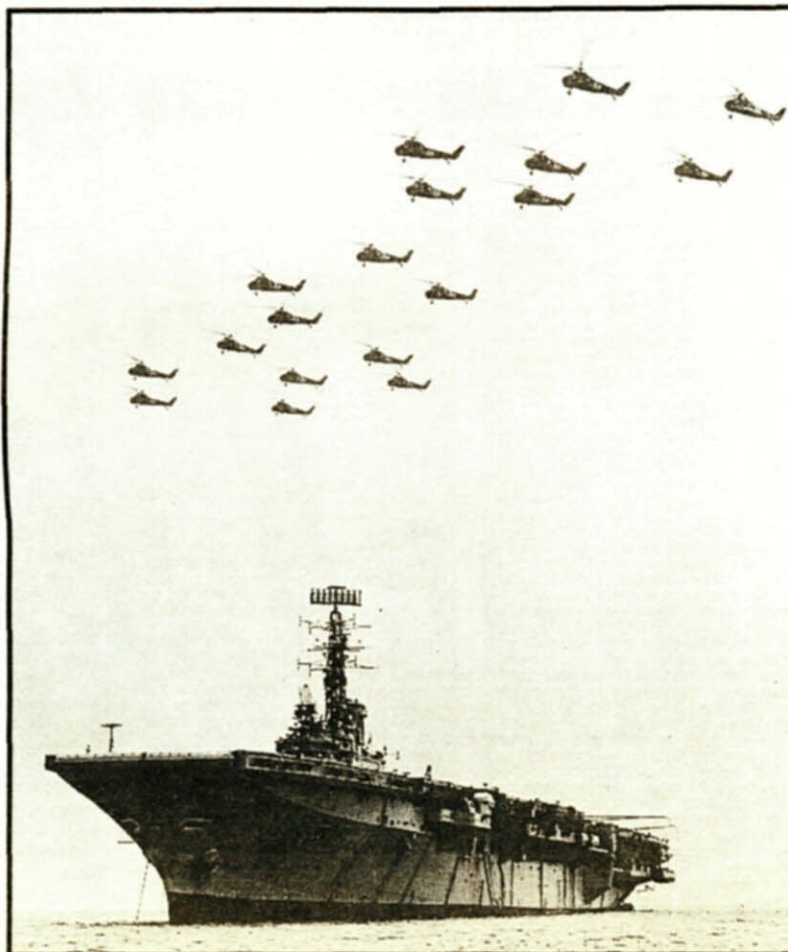
In the spring of 1966 they were embarked together for the first time in six months after assisting the Security Forces against Indonesian infiltrations.

Operating from the commando ship, the heavy-lift aircraft flew in men of 40 Commando, RM who replaced a Malaysian battalion in the Simangcang area of Sarawak's Second Division.

Brunei revolt

Then they lifted the Malaysians into the Lundu District of the First Division, bringing out 42 Cdo at the end of a five month tour — their fifth in Borneo since arriving in December 1964 as part of the force which quelled the Brunei revolt.

From *More Navy in the News 1954-1994*, available from Navy News at £9.99 inc pp.



"M4TLO"

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Calling Old Shipmates

LCT 405, Arromanches, and LCT 303: Former CK Pete Gray, 99 Butlers, Thorpe Bay, Southend-on-Sea, Essex (tel. 0702 463240) would like to hear from old shipmates.

HMS Greyhound (1936 onwards): W. A. Baldock, 69 Lynton Rd, Hadleigh, Benfleet, Essex SS7 2QG (tel. 0702 557739) would like to hear from old shipmates, in particular Jim Imrie.

HM ships Albatross (1942-43) and Recruit (1943-45): Ex-LSTK B. Perry, 6 Elizabeth Cres, East Grinstead, Sussex RH19 3JA (tel. 0342 314 931) would like to hear from old shipmates, in particular those from the engineering branch.

LCH 187 and HMS Mayina, Ceylon: Alan Fowler, 15 Carfield Ave, Sheffield S8 9HY would like to hear from Sig A. M. Griffiths.

Naval Despatch Sorting Office, Northern Parade School, Portsmouth, 1944: Ex-L George Woodley, 42 Abbey Court, Popley Way, Basingstoke, Hants RG24 9DX (tel. 0256 472659) would like to hear from old shipmates, in particular his best man, LS Jack Whitehead, LS Tom Young, of St Peter Port, Guernsey, and LS Jimmy Green.

HMS Tuscan (1942-45): Tanky David Dunwoodie (aka Jock), 3 Ryless Rd, Penile, Glasgow G52 4DQ (tel. 041 882 8547) would like to hear from old shipmates.

TS Hastings (1959-63): Barry Osborne, 1 Chestnut Cottages, West End, Hermon-ox, Hailsham, East Sussex BN27 4NZ (tel. 0323 832445) would like to hear from Christopher Puxley who served in the RNHS and lived in St Leonards-on-Sea.

HM ships Mon and Thibbe: Clifford (Pancho) Bygate, 52 Topham Way, Sheffield S8 7NY would like to hear from Stokers Stan Pugh, Bob Bamford, George Turner, Bert Rolfe, Stan Anderson, Scouse Meale, Frank Ridge, Liverdore or any others who are not members of the Algeirine Association.

AFHQ, W/T Station, Capua, Italy (1944-45): Ted Sant, 1 Whitehouse Cres, Sutton Coldfield, West Mid B75 6ER (tel. 021 329 3476) would like to hear from old shipmates.

RFA Ennerdale: M. G. Medhurst, 7 Treasure Court, Berrow Rd, Burnham-on-Sea, Somerset TA8 2EZ would like to hear from old shipmates.

HMS Ganges, Benbow 33 Mess (1954-55): B. L. Jones, Greyhound Inn, 73 Cemetery Rd, Danesmoor, Chesterfield S45 9DA (tel. 0246 862083) would like to hear from old shipmates.

Armed Trawler, Sheerness Jan 23 1945: Hans Joachim Quistorp, Huppenbergstrasse 21, D-53343 Wachtberg, Germany would like to hear from anyone who served in the armed trawler which picked up survivors of S-199, damaged in a collision, and which landed them at Sheerness at about midday on Jan 23 1945. There are about 10 members of S-199's crew still alive and they would like to meet up with the men who rescued them.

Class 106, HMS Royal Arthur, Skegness 1942: Ex-SA Bob Pinchin, 3 Chalfield Cres, Sandridge Rd, Melksham, Wilts would like to hear from his former classmates.

HMS Avenger, 1942: Mr D. A. Dymond, 8 Corfield Close, Finchampstead, Berks RG11 4PA would like to hear from survivors of HMS Avenger, sunk in the Bay of Biscay on Nov 15 1942.

HMS Resolution (1927-30): Harry Plaice, 24 Mill Gardens, Blackpit, Swansea, West Glam SA3 5AX (tel. 0792 403362) would like to hear from old shipmates.

HMS St Vincent, Mess 2A, HMS Queen Elizabeth, Mess 33 and 39, (1942-43): Ex-RM Cpl J. W. Tyson, 8 Recar Rd, Wallasey, Wirral, Merseyside L45 8LY would like to hear from LS Bill Bridges.

HM ships Nubian, Relentless, Opossum and Daring (1947-69): Ex-AB Ted (Jan) Bruford, 7 Maryland Gardens, Weston Mill, Plymouth PL2 2EU (tel. 0752 368634) would like to hear from old shipmates.

HM ships, Cossack, Constance, Consort, Contest, Cockade, Comus, Comet, Concord, Charity, Cheviot, Cavalier, Caprice, Caesar, Cambrian, Cassandra, Carysfort, Caron and Cavendish: Old shipmates are invited to join the 8th Destroyer Association. Details from Eric Mullinger, The Bungalow, Selehurst, Brighton Rd, Lower Beeding, Horsham RH13 6PR (tel. 0403 891 556).

HMS Avenger, 3D Mess, First Commission, 1978: Ex-A/LMEM(M) Alan (Abes) Abram, 15 Hillside Ave, Kirkham, Preston, Lancs PR4 2YR (tel. 0772 671736/671470) would like to hear from any members of the above-named mess with a view to meeting during or after the decommissioning of the ship in Plymouth on Sept 23. In particular he would like to hear from Happy Day, Tugg Wilson, Scouse McNabb and Pusser Hill.

MTB 763 (1944-45): Bill Handley, 40 Ospringe St, Faversham, Kent ME13 8TN (tel. 0795 538804) would like to hear from old shipmates with a view to attending their fourth reunion on Sept 18.

Motor Gun Boat 59 or 56, HMS Hornet, March 7 1941: Mr R. Gallop, Flat 31, Norman Court, Cranewater Park, Southsea PO4 0LY would like to hear from Jim Burgess, a motor mechanic, who was badly injured in an MTB explosion.

HM ships Kite and Keppell: Mrs A. Jones, 48 Bullfinch Rd, Abbeydale, Glos GL4 (tel. 0452 504681) would like to hear from survivors of Kite and Keppell or any of their relatives. There will be a memorial service at Gloucester Cathedral on Aug 21 to commemorate the 50th anniversary of HMS Kite being torpedoed.

HM ships Deer Sound (1945-46), Vengeance (1946) and Devonshire (1947-49): Ex-LS(ST) Reginald Powell, 1 Ismay Dr, Mariners Park, Wallasey, Merseyside L44 0EU (051 639 6808) would like to hear from old shipmates, in particular LS Blackmore and LS Avery.

HMS Onyx, Falklands War: Ex-ST/MEM(M) A. M. Standing, 1 Cannon St, Lydd, Romney Marsh, Kent TN29 9AS would like to hear from old shipmates.

LCT 2193, Normandy Landings, and HMS Sparrow, West Indies (1947-49): John Smith, 15 Denzil Green, Western Downs, Stafford ST17 9XG would like to hear from old shipmates.

HMS Whitshed: H. L. T. Davis, 10 St Tathan's Place, Caerwent, Newport, Gwent NP6 4AL would like to hear from the CO, Lt Cdr Juniper DSO with a view to attending a reunion of the ship's company.

HMS Rodney, 1942: David Pass, 12 Orbit Close, Impton Lane, Wadsworth, Chatham, Kent ME5 9NF (tel. 0634 684762) would like to hear from Torpedoman Charles William Hill, who lived in the Swinton area, Cheshire Manchester.

HMS Greystantheim (1925-27): Bill Stone, 5 Orchard Walk, Love Lane, Watlington, Oxfordshire OX9 5BQ would like to hear from old shipmates. He would also like to know what became of the ship — she was tied up alongside on the Embankment for some time.

HMS Triumph, Korea: Kenneth Dunning, 175 Winchester Rd, Stratford, Manchester M32 9PT (tel. 061 747 8149) would like to hear from old shipmates, in particular aircraft handler Donald Leslie Hall.

HMS Tartar (1941-43): Mrs Bett Vowell, 28 Phoenix House, Dommetts Lane, Frome, Somerset BA11 4JD would like to hear from anyone who served with her late husband Ronald Vowell, a gunnery rating.

HMS Constance (1947-51): The Fortyniners Association would like to hear from former shipmates including Peter Ansty, Signalmen and Boy Seamen Ernie Roberts, Dicky Dines, Tom Sheris and Phil Phillips. Contact Ernie Balderson, 43 Old Place, Sleaford, Lincs (tel. 0529 413410).

HMS Grenville Assn and HM ships Ursa and Undaunted: Stanb Lockyer, Tom Turner, Eric Heyward, Wally Uden, Alan Brown, Ernie Gilling, Billy Kelly, Dickie Dunn, Glyn Roberts and all other old shipmates are requested to contact R. Durber, 4 Sir Winston Churchill Place, Binley Woods, Nr Coventry CV3 2BT (tel. 0203 542978).

MV Helmsman: E. Bath, No. 4, Lord Cornwallis Court, Downs Rd, Folkestone, Kent CT19 5PY (tel. 0303 850076) would like to hear from Bryan L. Driver.

HMS Tenby, 9th Minesweeping Flotilla (1941-48): Roy Tapping, tel. 0202 301903, Loftly Mager, tel. 0737 843653, John Taylor, tel. 0763 243766, and George Barro, tel. 0905 796986, would like to hear from old shipmates.

HMS Leamington (formerly USS Twigg) and HMS Speaker: Former Stoker Robert (Pat) Patterson, 42 Balmoral Terrace, Heaton, Newcastle-upon-Tyne NE6 5YA, would like to hear from old shipmates, in particular former Steward Dennis Ashman.

534 Squad RM: K. D. Woodman, Scarf Cottage, Scarferry, Thurso, Caithness KW14 8XN, would like to hear from former squad mates.

LST 260, Sword Beach and Vulcan Islands: George David Smith, c/o Ann Smith, 17B Pennerthorne Rd, Peckham, London SE15 5TH (tel. 071 639 8319 — home, 071 582 1144 — work) would like to hear from old shipmates. Mr Smith joined up in 1942, was stationed in the Poel area and trained at Strac'r and Dundonald.

RNPRP 1526, HM Adventure (1944-46): Harry Calley, 4A Diamond Rd, Carlton Colville, Lowestoft, Suffolk NR33 8JX (tel. 0502 500 549) would like to hear from old shipmates.

Over to You

HM ships Collingwood, Fiji and Benbow, Trinidad (1940-46): Anyone who served with Frederick Robert (Paddy) Padmore, from Nottingham contact his son Andrew Padmore, 53 Sherwood Vale, Sherwood, Nottingham NG5 4EB (tel. 0602 602929).

Lt J H Stephens, RNVR, LC 297 (N. Africa, Sicily, Italy, France): Anyone who knows the subsequent fate of the CO contact Sam Garrod, Otia Tuta, 7 Yr Odyen Trefechan, Aberystwyth, Wales SY23 1BL.

3 Cdr Brigade RM Sept 45-May 47: A search of a store room at the HQ of the Royal Hong Kong Police revealed a small wooden plaque on which was mounted a bayonet inscribed "From 3 Cdr Brigade RM Sept 45-May 47." The plaque has been restored and mounted above the bar in the Police HQ Senior Officers' Mess. Anyone who has information about the plaque should contact Trevor Hollingsbee, Superintendent RHKP, Flat 29, 6/F, Block B, No. 1 Broadcast Dr, Kowloon, Hong Kong.

Minesweeping cruiser, D-Day: Former RM Harry Woods, 11 Roberts Rd, Belvedere, Kent DA17 6NP (tel. 0322 445127) was one of a group of Marines invited on board a minesweeping cruiser on D-Day when their landing craft was delayed by bad weather. The ship's company fed and watered them and gave up their bunks and hammocks for the night. Mr Woods would like to meet up with these generous sailors but does not remember the name of the ship involved. Contact him as above with any information.

Combined Operations Bombardment Unit 1944: Peter O'Herrington, 40 Coed Uchel, High Trees Rd, Gilwern, Abergavenny, Gwent NP7 0AF (tel. 0873 831169) would like to contact COBU members for info on Merville Battery on D-Day, and to give whereabouts of former Unit members.

HM submarine Tantivy: The Director of the RN Submarine Museum seeks info on the rescue, by a Tantivy officer in Jan. 1945, of Ensign John Ladd of the US submarine Pargo when both boats were alongside an oiler in Exmouth Bay, Australia. Contact the museum at HMS Dolphin, Gosport, Hants PO1 22AS (tel. 0705 510354).

HMS Mashona 1938: Mr Alexander Ross, former ship's company member, has a newspaper cutting and photograph concern-

Reunions

LST 162 will hold their fourth reunion at the Falcon Hotel, Stratford-upon-Avon on Oct 5-6. Details from Ron Kelly, 24 Westmoorland Rd, Urmston, Manchester M41 9HJ (tel. 061 748 3391).

HMS Coventry (1942) will hold their next reunion on Sept 10. Please meet at Coventry Cathedral at 1435 hrs. Details from Bert Stenning, 11 Eilean Ave, Rottingdean, Sussex BN2 8AD (tel. 0273 305193).

HMS Diana (1954-56) will hold their third reunion at the Nautical Club, Birmingham on Sept 9. All commissions welcomed. Details from Brian Snow on 0709 564153 or Mick Lyons on 051 264 9882.

HMS Comus will be holding a reunion in Portsmouth on Sept 10. Details from Alex Stinton, 108 Maulin Cres, Letham, Perth PH1 2EB (tel. 0738 639494).

Regulating Branch Assn will hold their next reunion at the Whaley Club, HMS Excellent on Sept 24. Details on 0705 876131 or 0623 490941.

HMS Eskimo, Tribal Assn will hold their next reunion at Gorleston-on-Sea on Sept 30-Oct 3. Details from Joe Ayton on 0268 785436.

RN Medical Branch will hold a reunion at RNH Haslar on Sept 10. All ex-members are invited. Details from Harry Mitchell, 3 Florence Rd, Southsea PO5 2ND (tel. 0705 830158).

Mechanic Apprentices, HMS Collingwood (1965-72): Anyone interested in attending a reunion next summer contact John (Bill) Bailey, 7 Piedwick Cres, Sandal, Wakefield (tel. 0924 250600).

HMS Commonweath, Kure, Japan (1945-48): Twenty-seven shipmates will be attending the first reunion in Blackpool in Sept. Anyone else interested contact Eric Buckner on 0223 514570.

HMS Thesus, Korea (1950-51) will hold their first reunion next year. Anyone interested contact Les Turnham, 41 Maryland Way, Sunbury-on-Thames, Middx TW16 6HN.

The Exeter Flotilla will hold their annual Trafalgar Day Service in Exeter Cathedral on Oct 16. Details from Michael Fawcett, Comfort House, Bradninch, Exeter, Devon EX5 4NN.

HMS Constance (1947-51), The Fortyniners' Assn enjoyed such a successful reunion at Corton in May, they have decided to hold a further reunion in London next November. Details from Ernie Balderson, 43 Old Place, Sleaford, Lincs NG34 7HR (tel. 0529 413410).

Old Illustrators' Assn will hold their next reunion and AGM in Weymouth on March 17. The presentation of the ship's badge to Yeovilton takes place on October 7-9 and a 50th commemorative service has been arranged in London on Jan 24-25. Details from Ted Townsend, 52 Grosvenor Rd, Twickenham, Middx TW1 4AE (tel. 081 892 3916).

RN Shipwright Artificers' Assn will hold a centenary dinner-dance at the Royal Sailors' Home Club, Portsmouth on Oct 22. Details from Len Radice, 1 Farthingale Terrace, Peacock Lane, Old Portsmouth PO1 2TL (tel. 0705 752211).

Old Norfolk's Assn (1939-45) will hold their 48th annual reunion in Plymouth on Oct 8. Details from E. W. Jewell on 0752 341614.

Russian Convoy Club, East Anglian Branch will hold their next reunion at Brimston Sports Centre, Witham, Essex on Aug 13. Details from H. A. Birchler, 54 St Andrews Rd, Boreham, Chelmsford CM3 3BY.

428 King's Squad, 1945 will hold their next reunion in Birmingham on Aug 12-14. Further details from J. G. Sutherland on 0633 275915.

HMS Racehorse: Anyone interested in attending reunions with HMS Emerald Association contact Colin Houldy, 3 Gloucester Rd, Willerby, Hull HU10 6HW (tel. 0482 651652).

The Royal Naval Hospital Plymouth Medical Branch Reunion and Closure Summer Ball will take place on Sept 9-11. Details and application forms from PO-MAJ(O) Andrew Howlett, Operating Theatre, RNH Plymouth, Devon PL1 3JY.

LST Club will hold their annual dinner at the Falcon Hotel, Stratford-upon-Avon, on Nov 5. Details from Clay Maxwell, 45 New Rd, Water Orton, Birmingham B46 1QP (tel. 021 747 2418).

Norway, 1940, Operations Primrose and Sickleforce: Anyone interested in attending

a reunion at Romsdal Fjord on May 18 1995 contact J. T. Briggs, 35 Hillpark Cres, Plymouth PL4 8JP (tel. 0752 668235).

HMS Sussex, ex/RN Permanent Staff will hold their next reunion at Dyke Rd, TA Drill Hall, Hove on Sept 10. Details from Bob Bodie (0273) 422514.

Fast Minelayers Assn (HM ships Abdiel, Apollo, Ariadne, Latona, Manxman, and Welshman) will hold their next reunion at the Royal Fleet Club, Devonport on Sept 9-11. Details from Gordon Ferris, 17 Coombe Rd, Dartmouth (0803 833740).

8th Destroyer Flotilla Assn will hold their annual reunion at the Spa Complex, Scarborough, on Sept 10. Details from Eric Mulliner, The Bungalow, Selehurst, Brighton Rd, Lower Beeding, Horsham RH13 6PR.

Royal Hospital School Assn, Chatham Branch will hold their annual dinner-dance at the Union Jack Club, London, on Sept 17. Ticket applications, price £20, from P. A. Parkinson, 5 Alexander Road, Bexleyheath, Kent DA7 4TU (tel. 081 304 3635) — cheques should be made payable to RHSA Chatham Branch.

HMS Froisher will hold their next reunion at the Royal Sailors' Home Club on Sept 3. Details from Charlie Connelly, 12 Citizen House, Harvist Estate, Hornsey Rd, London N7 7ND.

HMS Ocean will hold a dinner-dance in Southsea on Oct 15. A visit to HMS Ark Royal is also being arranged for the afternoon of the 15th. Old shipmates wishing to visit the ship should send a s.a.e. to Mr R. E. Thompson, 1 Highbury Ave, Cantlye, Doncaster, South Yorkshire DN4 6AW.

J E 26 Squad, Sept 7 1965 will hold a 30th anniversary reunion at RMSM Deal on Sept 7 1995. Details from Pete Pritchard, 57 Cross Rd, Walmer, Deal, Kent CT14 9LA (tel. 0304 368871 or 0860 173717).

HMS Black Swan Assn will hold its annual reunion in Blackpool on April 21-23 1995. Details from John Dunstan, 47 Abbotsbury

Rd, Newton Abbot, Devon TQ12 2NS (tel. 0626 54294).

HM ships Hecla, Hydra, Hecate and Herald (Ocean Survey Ships): The second reunion of the H Boat Association will be held in the WOs' and Senior Rates' Mess in HMS Drake on Sept 24. Details, enclosing s.a.e., from The Secretary, the 'H' Boat Association, The Elms Guest House, 48 Victoria Road South, Southsea, Hants PO5 2BT (tel. 0705 823924).

846 Sqn, HMS Albion (1962-64) will hold their third reunion at the Claremont Hotel, Hagley Rd, Birmingham on Oct 29. Details from Dave Scowen, 34A Louvain Rd, Horns Cross, Greenhithe, Kent DA9 9DZ (tel. 0322 385054 - home, 0860 243453 - work).

HMS Eskimo (last commission) will hold a reunion in July 1995. Details from PO(M) Martin Adshead, WOs/SRs' Mess, HMS Dryad, Southwick, Fareham, Hants PO17 6EJ.

HMS Woodbridge Haven, Mediterranean Commission (1955-57) will hold a reunion in the autumn. Details from David Bishop on 0893 811207.

HMS Sikh Veterans Assn will hold their next reunion at the Royal Sailors' Home Club, Portsmouth on September 14. Also invited are RMs of the 11th Battalion Commandos who took part in the landings at Tobruk. Details from W. Wright, 45 Herrick Close, Thornhill, Southampton SO19 6NF (tel. 0703 404710).

RN Patrol Service will hold their next reunion in their old port division of Lowestoft on October 3-8. All ex-personnel, including ex-Wrens, are invited to attend. Details from Mr J. Dunn, 12 Grampian Way, Oulton Broad, Suffolk NR32 3EW (tel. 0502 564344).

HMS Orion Assn (1934-48) will hold their next reunion at the Fleet Club, Devonport on Oct 6-8. Details from D. Kent, 54 Downhills Park, Blundellsands, Liverpool L23 8ST (tel. 051 924 4496).

FIFTY YEARS ON

A LOOK back at the wartime operations of the Royal Navy a half a century ago this month.

A busy month — support for Overlord continued, U-boats were active in the Channel with some success but also several losses. Surface ships were ranging more widely and intercepting German convoys in the Bay of Biscay, where the offensive against the U-boats was also achieving good results.

A 34-ship convoy, including the battleship Royal Sovereign for transfer to the Soviet Navy, sailed to North Russia without loss, except to the escort. The Royal Navy played a prominent part in the landings in the South of France. The FAA was active, attacking the Tirpitz in Norway and Japanese shore installations in the Far East.

Principal events included:

5: HM ships Stayner and Wensleydale sank U-671 off Brighton.

6: HM ships Loch Killin and Starling sank U-736 in the Bay of Biscay. HM ships Belona, Tartar, Ashanti, HMC ships Haida and Iroquois sank all four ships of a convoy and three escorts off Ile d'Yeu.

8: HMCS Regina sank by U-667 off Trevoise Head. HMS Valiant damaged in collapse of floating dock in Trincomalee.

10: HMS Wren and RAF Liberator sank U-608 in Bay of Biscay.

11: HMS Starling and RAAF Sunderland sank U-385 in the Bay of Biscay.

12: RAAF Sunderland sank U-270 and RAF Halifax sank U-981 in Bay of Biscay.

HMS Findhorn, HMNLS Godavari and Avenger from HMS Shah sank U-981 NW of Seychelles.

14: HM ships Duckworth and Essington and RAF Liberator sank U-681 in Bay of Biscay.

15: Operation Dragon, landing of French and US troops in South of France. 97 HM ships, 30 minesweepers and MLs and seven FAA Squadrons took part. 86,575 men, 12,520 vehicles and 46,140 tons of stores were landed in first 64 hours. HMS Orchis sank U-741 off Fécamp. HMS Mauritius, HMCS Iroquois and HMS Ursa attacked convoy between Sables d'Olonne and La Pallice.

17: HM ships Aphis and Scarab and USS Endicott sank UJ-6082 (ex-Italian anti-submarine vessel) east of Marseilles.

18: HMC ships Chaudiere, Ottawa and Kootenay sank U-621 and RAF Sunderland sank U-107 in Bay of Biscay.

Return to the Yangtze

VETERANS from the associations of HM ships Amethyst, Black Swan, Consort and London, along with an ex-nurse from RNH Hong Kong, returned to the Far East to commemorate the 45th anniversary of the Yangtze Incident.

On arrival in Beijing a remembrance and wreath-laying service, and the dedication of a plaque honouring those who died in the incident took place in the British Embassy.

The group went on to Shanghai and then sailed for the Yangtze River, passing Rose Island where HMS Amethyst went aground after being damaged by gunfire. At Zhenjiang, near to where the ship was held for 101 days, they visited the old British consulate where they located in the undergrowth one of the anchors Amethyst left behind when she made her dash for freedom.

After sailing from Zhenjiang a short memorial service was held as near to the spot where Amethyst committed 17 of her dead to the river. Another memorial and wreath-laying service was held where HMS Consort, en route to Hong Kong, committed to sea the bodies of Lt Cdr B M Skinner, CO of Amethyst, and AB G Winter. The group hope to repeat the

journey in 1999 to commemorate the 50th anniversary.

D-Day errors

IN PART 3 of our D-Day supplement (July) the destroyer HMS Pytchley (Gold Beach), the minesweeper HMS Shippigan (16th M/S Flotilla, Utah Beach) and the destroyer HMS Stevenstone (Juno Beach) were omitted from the order of battle.

In the Fleet Air Arm section we should also have stated the 854 and 855 NAS operated from Hawkinge. 848 NAS operated from RAF Manston with 819 Squadron.

The Association of Wrens standard bearer whose picture appeared on page XXIV of the supplement was not Mrs Carol Gibbon. She was in fact Irene Bristoe of the association's Reading Branch.



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D-Day events around the country

AS CEREMONIES got under way to mark the 50th anniversary of D-Day, Fleetwood branch organised a drumhead service attended by more than 700 shipmates and members of ex-Service associations displaying about 30 standards.

The Rev. J. Jarman officiated and Lt Cdr P. Furze took the salute. Shipmate L. Harney, branch chairman, who organised the event thanked all who gave

their support, especially Blackpool branch.

Members of **Durham City** marked the anniversary at a service at St Oswald's Church to which they invited members of the RAF Association. A wreath-laying ceremony at the city's Cenotaph was followed by "Up Spirits" and a buffet reception hosted by the branch.

The WOs and CPOs Mess at RN air station Culdrose was venue for a moving service attended by representatives

of six RNA branches in **No 4 Area**, led by **Redruth and Camborne**. More than 200 shipmates and serving members of the Navy heard Shipmate Chris Steed read the lesson and Shipmate Rex Gay give the exhortation.

A £1,000 cheque was presented on behalf of the Area to aid the handicapped. A further £60 — proceeds of a raffle — went to aid a children's charity in Penzance.

Members of **Cwmbran** branch shared

a drumhead service with **Gwent Royal British Legion** held in the historic Tredgar House County Park. The salute was taken by the branch president, Capt Louie Sheppard RNR.

June 5-6 were busy days for members of **Chingford and Waltham Forest** branch. Having attended the rededication of Chingford Royal British Legion standard in St Edmunds Church and taken part in the parade which followed, they were parading again the fol-

lowing day at a ceremony of Colours organised by the branch.

Two local pipe bands provided the music, the bugler being Shipmate Bob Wimble, a branch member.

Absent friends and those who took part in the Normandy landings were toasted at the June meeting of **Wear (Sunderland)** branch. Life vice-president Shipmate Stan Thubron proposed the toast and extracts were read from the poem "D-Day 6th June".



Charity of high standard

AS A MARK of appreciation for facilities offered by **Britannia Royal Naval College** on the dedication of **No 4 Area's** new standard, Shipmate Bert Channon presents a £250 cheque for the **King George's Fund for Sailors**, to Capt Simon Moore.

In the group are (from left) Lt Cdr Roger Warden, first lieutenant; Shipmate Jan Tidball, chairman of **Dartmouth** branch; and CPO Billy Mustard.

Warning over war graves budget 'cuts'

THE GOVERNMENT has been asked by the RNA to reconsider "suggested cuts" in the funding of the War Graves Commission.

National Conference at **Birmingham** passed an emergency motion which stated that any cuts would be very ill-advised as it would "disparage our dead

and events of remembrance".

Tabled by **Dartford** branch, the motion was aimed at forestalling any shrinkage in the budget of the Commission which tends and looks after thousands of graves of British Servicemen throughout the world.

The lively and good humoured debate on all 14 motions on the agenda was notable for the number of proposals unsupported by National Council, and the number of delegates who debated with skill.

was supported enthusiastically by several speakers, including Shipmate Bell of **Scunthorpe** branch and Shipmate Murphy of **Cork**.

A proposal that all RN and RM leavers — as well as those leaving the Reserves — should get one year's free membership of the Association, just failed to attain the required two-thirds majority.

Proposed by Shipmate Bill Smith on behalf of **Gateshead** branch, the motion was defeated by the difference of just three votes — 141 for and 74 against.

Also among those defeated was a **Paddock Wood** branch motion, proposed by Shipmate R. Hubble, that all former members of the now disbanded **Royal Naval Auxiliary Service** be allowed full membership. Voting was 165 against and 53 in favour.

In another emergency motion passed before the agenda was debated, best wishes for a speedy recovery from illness was sent to Lady Cassidy, wife of the National President, Admiral Sir Desmond Cassidy.

Branch News

Braunton

Members held a dinner at the **George Hotel** to mark the tenth birthday of the branch. Present were founder members Shipmates Ron Beer, Tom Baddick, Reg Davis and 43 others.

A birthday cake decorated with the insignia of the RNA was cut by Shipmate Beer, the branch president, assisted by Shipmate May Baddick. Cake maker and decorator was Shipmate Jean Martin of **Torridge-side** branch.

Netley

Those on the east side of **Southampton** can now join the newly commissioned **Netley** and **District** branch. Members meet on the last Monday of the month, at 2000 hrs at **The Royal British Legion Club**, Station Road. Details from Shipmate Brian Sandom (tel. 0703 452064 or 452996).

York

More than 170 shipmates — ten from the branch — attended the 40th reunion of the **Royal Canadian Association**, hosted by the **City of Niagara Falls**.

The visitors joined 2,000 of their Canadian oppos for a parade and service at the city's war memorial. A wreath was laid on behalf of **York** branch and the **Royal Naval Patrol Service**.

During their stay the RNA members were regally entertained by various RCNA clubs, including **Kingston-Waterloo**, **Niagara Falls** and **Burlington**, the latter of which plans to erect a war memorial in time for **VE Day**. Those who wish to make a donation should write to RCNA, 760 Brant Street, Burlington, Ontario L7R 4B8, Canada.

Peel

Lt Cdr Brian Gell RN, branch president, attended a social evening in his honour organised by the branch. A native of **Peel**, Isle of Man, he served as executive officer in **HMS Ambuscade** on her last commission and is now on the staff of **Flag Officer Naval Aviation**.

The social, also attended by members of **Douglas** branch, included a hot-pot supper prepared and served by Shipmate Mrs John Bullivant.

Worcester

To be awarded two life memberships on the same evening is unusual. Small wonder that Shipmate John Barnett, secretary of the RNA and RMA branches was lost for words.

The awards were presented at a surprise party in his honour on the day he hung up his

handcuffs and keys and retired from the prison service, and in appreciation of his years of service to the two Associations.

Barnsley

Members visited **Portsmouth** for the dedication of their adopted ship, **RFA Fort Victoria**. They were accompanied by members of **Barnsley Borough Council** including the **Lady Mayor** and her consort.

Pursuer welcomed

CHAIRMAN of **No 3 Area** and shipmates were delighted to welcome **HMS Pursuer**, when she made an informal visit to **Littlehampton** — the first warship to be seen there for many years.

To celebrate the event, the Area hosted a reception at the **United Services Club** followed by a luncheon hosted by the Area chairman.

Commanding officer of **Pursuer** is Lt Paul Romney.

Seaford

Dinner in a local restaurant was the choice of the branch to mark its tenth anniversary. The event was attended by 23 shipmates and the cake was cut by Shipmate Mike Overbury and Mrs Overbury.

Cambridge

For long and loyal service to the branch, vice president Shipmate Bob Green has been awarded life membership.

Herne Bay

Rear Admiral Anthony Whetstone, President of **No 2 Area**, and General Secretary Capt Jim Rayner RN (retd), attended the blessing of the branch standard in **Christ Church**.

Twenty-two standards were paraded to music by the band of **Tunbridge Wells** and **Whit-**

stable **Sea Cadet** unit.

Pembroke House ambulance with ten residents brought up the rear of the parade. They joined in the festivities which followed.

Falmouth

The branch was honoured to have members of the ship's company of **HMS Glasgow** take part in their 12th anniversary **Sea Sunday** and church parade.

Cdr Richard Twitchen, commanding officer of the destroyer which was visiting **Falmouth**, read **Nelson's Prayer** and CPO Tom Healy from the ship was parade marshal.

The parade itself was the biggest ever held by the branch, which this year combined with the **Normandy Veterans Association** for the event.

Twenty-one standards were paraded — including 15 from RNA branches in **Cornwall**.

The marchers were led by the **Volunteer Band** from **RN air station Culdrose** with the **Illogan Silver Band**, the parade being swelled by two platoons from **HMS Glasgow**.

Church lessons were read by Vice Admiral Sir James Jungius and Maj David Preece of the **NVA**. Prayers were said by the RNA Chaplain, the Rev. David Roberts, and the sermon was given by Canon Trevor McCabe RNR.

The salute was taken by the Lord Lieutenant, Lord Falmouth, and other guests included Rear Admiral Phillip Burnett and Mrs Burnett; Flag Officer Royal Yachts, Rear Admiral Robert Woodard and Mrs Woodard; and the commanding officer of **RNAS Culdrose**, Capt Peter Fish.

Lady Falmouth was presented with a bouquet by the chairman's wife, Mrs Joyce Thompson.

DELIVERY DATE

RNA branches are reminded that **Navy News** is delivered on the first Thursday of the month of publication. We apologise for recent delays.

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Periscope down on non-nuke Sub Command Course . . .

Perisher ends its diesel era



Last view of a conventional Perisher — in this case by an Australian officer.

THE 77-YEAR history of the "Perisher" Submarine Command Course in conventional submarines has come to an end.

The last course to be conducted in a diesel-electric boat was completed in June in the Dutch submarine Zeeleeuw, which emphasises the Perisher's international reputation.

Since the first course was run in 1917, 1,100 Royal Navy officers have graduated in what is recognised as one of the toughest tests of command ability anywhere in the world.

The four-month course is primarily designed to assess the suitability for command of submarine specialist officers, and then to ensure that the successful candidates are thoroughly prepared to fight their submarines.

Instructors — known as "Teachers" — must be absolutely satisfied that each student can handle his submarine under the most fraught conditions.

As an experienced submarine CO himself, the Teacher continually applies pressure so that each student demonstrates his ability to cope with the enormous responsibility for the safety of his vessel and crew, and the boat's fighting efficiency.

World-wide regard for the Perisher has brought officers from no fewer than 16 nations to be trained on the course. As well as such countries as Australia and Canada, clients have been sent from more unusual



More than 50 years ago the attack trainer at Blyth taught wartime officers how to hurt the enemy — and survive.

locations such as Poland, Yugoslavia and Israel.

Over the years Perisher graduates have produced a formidable roll of honour: 79 qualified COs have lost their lives on active service and 350 have been decorated for gallantry.

Submariners consistently rise to the highest ranks of the Ser-

vice, and among Perisher graduates currently occupying top jobs are Admiral Sir Hugo White, Commander-in-Chief Fleet; and Vice Admirals Sir Toby Frere (Chief of Fleet Support), Sir Geoffrey Biggs (Deputy CINCFLANT), Sir Roy Newman (Flag Officer Plymouth), Mike Boyce (Flag Officer Surface Flotilla), and the cur-

rent Flag Officer Submarines, Rear Admiral Roger Lane-Nott.

Although the hardware has changed with the demise of conventional boats in RN Service, the Perisher continues in an all-nuclear flotilla in which the traditions and high standards of the past will continue.

Going Outside

Jobs shake-up predicted to last 20 years

MASSIVE CHANGES in employment patterns within and outside the Services will continue for the next 20 years, according to one of the world's leading experts on how to succeed in business.

Degree course for greenies

AN ACCELERATED degree course in electrical engineering is being offered to Service and ex-Service personnel by the University College of London.

Aimed at warrant and chief petty officers, the pilot course is entering its second year. Participants are offered a distance learning package of first-year material from October to December this year, with an open-book assessment at the end.

There will be distance learning of four second-year subjects supported by tutorials at the college and second-year examinations in June. In the following October there will be entry to a normal third and final year at the UCL.

The Employment Department is funding the course as part of a programme intended to make higher education more flexible.

For further information contact the project manager, Sean Smedley, on 071-380 7777 ext. 3945 or the project administrator, Lesley Black, on 071-380 7958.

Stuart Levine, chief executive of the major training organisation Dale Carnegie told a naval and civilian audience at HMS Nelson that the kind of changes the Royal Navy was facing reflected the state of the commercial world.

During his research as co-author of the business best-seller "The Leader in You", he estimated "that massive changes will continue to happen for about the next 20 years . . .

"We shall need to re-educate ourselves regularly — at least every two years to cope with change. People are simply better educated and have higher expectations now than ever before — and their expectations and knowledge will continue to grow."

Post-graduates

He said that 40 years ago only 2,700 people a year took post-graduate qualifications, a figure that had risen to 82,000 by 1990-91.

With a better educated workforce, listening was more important than speaking well. After reductions in the workforce had been made there was a problem with loyalty and se-

curity for those who were left — two vital elements of motivation in the past.

"I would submit that we cannot truly tap the creative potential of our workforce in the existing hierarchical structures," he said, and called for those structures to evolve to a point where "total team performance" produced the results.

Mr Levine, who broke his tour of the UK to talk at Nelson, was addressing an audience which included the former First Sea Lord, Admiral of the Fleet Sir Julian Oswald; a former Commander-in-Chief Naval Home Command, Admiral Sir Jeremy Black; and Director-General Naval Personnel, Strategy and Plans, Rear Admiral Jeremy Blackham.

They were joined by Brig J. G. Williams of the Tri-Service Resettlement Organisation; Captain Andrew Slater, commanding officer HMS Nelson;

Workshop help

IF YOU are finding it difficult to understand the terms National Vocational Qualification (NVQ) and Accreditation of Prior Achievement (APA), The Royal British Legion Training College at Tidworth offers APA introductory workshops most weeks of the year.

The short workshops give an overview of the NVQ and APA system to help Service personnel to convert their military experience to civilian qualifications.

The workshops are followed by individual interviews to identify particular requirements, and a full APA service is made available to enable participants to complete an NVQ.

For further information and workshop dates call 0980 843674 or Tidworth Military 2331.



Stuart Levine — "listening is more important".

and Cdr Clive Lewis, Naval Resettlement Information Officer at Portsmouth.

Encore hope for course success

A SUCCESSFUL new career development programme for ex-Service people is awaiting news of a further grant from the European Union which would enable a repeat run later this year or next.

During the summer the programme, run by Westminster College, Oxford, proved so successful that vacant places were created as a result of course members finding jobs.

Funded by the EU, the programme is also open to the partners of unemployed ex-Service people as well as civilians affected by Defence cuts.

Students spend one day a week at the college, three days in an in-company placement and one day a week studying at home.

The programme is of special interest to those seeking supervisory and managerial careers, and among the firms with which course members have found employment are Mer-

cury and Securicor.

Project placements were arranged with Perth Housing Association, Oxford County Museum Services, Guildford College of Further Education, Oxford Airport, The Department of Trade and Industry and Rolls-Royce.

Planning

The projects include business planning, facilities management, recruitment management, market research, personnel planning and training management.

Inquiries as to future opportunities should be made to Elaine Cox in the College's Educational Services Department (tel. 0865 247644 ext. 3292).



COMMUNICATIONS RATINGS

The Royal Fleet Auxiliary is currently recruiting Communications Ratings. Prospective candidates should have recent Naval sea-going experience in the rank of L.R.O.(G), R.O.1.(G) or R.O.2.(G).

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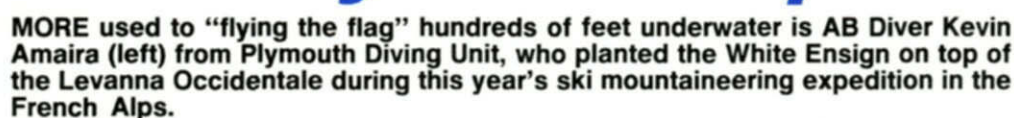
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Defence Engineering
Service

*They came, they saw,
they conquered*



An early start the next day saw them setting off in moonlight to cross the three glaciers

From the Refuge du Carro, at 2759m the highest refuge in the area, they climbed Levanna Occidentale (3593m) on the French-Italian border before returning to Bonneval via a 14km trek over the Col de l'Ouille Noire.

Under brilliant weather conditions the team achieved their greatest success with all nine members climbing to the narrow summit of the Grande Crasse, the highest mountain of the Vanoise National Park.

In all a total distance of some 110km was covered, almost all on skis, with combined ascents and descents totalling over 17,500m.

The expedition which was led by Cdr James Grant, from

the Directorate of Naval Manning, also included Lt Cdr Richard Stokes, Lt Dick Tough, Lt Russ Corn RM, A/Surgeon Lt Andy Gibson, S/Lt Edward Hurford, Cpl Neil Peacock, AB(D) Kevin Amaira and Mne Martin Hallett. They were sponsored jointly by the RN and RM Mountaineering Club and the RN Winter Sports Association and received generous support from the Director of Naval Training and Sport.

Meanwhile, back at sea level, S/Lt Jon Mutch was taking part in a civilian expedition to paddle unsupported in Nordkapp single sea kayaks through the inside passages of the Alexander Archipelago and to circumnavigate the Pacific coast of Dall Island.

Setting off early in the Alaskan spring, the team encountered cold and wet conditions, paddling an average of 15 nautical miles per day, often against tide rips, high winds and adverse sea conditions.

Seven team members paddled via the ice-strewn channel of the Le Conte glacier and continued towards the Pacific Ocean through the Sumner Straits to Warren Island where they were storm-bound for several days and where they experienced several close encounters with wolves.

S/Lt Much and retired WO1 Tony Ford (RAOC) continued around Dall Island, thought to be the first journey by sea kayak since the Indians navigated these shores several hundreds of years ago.

Despite sustaining a severe cut finger, which required some improvised stitching and a modified paddling style, S/Lt Much completed the journey after 34 days at sea.

● Left: S/Lt Jon Mutch paddles through the ice-cluttered waters of the Le Conte salt-water glacier.



Ruin with a view

WHILE returning from their recent South Atlantic deployment an eight-man expedition from HMS Newcastle journeyed to Peru to seek and find one of the greatest sights in the world.

After only three days of altitude acclimatisation in Cusco, Peru, the team, led by CPO Andy Pollard, began their arduous trek through the Andes following the trail laid down by the Incas over 600 years ago. The stone mosaic trail wound through


rain forests and mountain passes of up to 16,000ft in height leading, eventually, to Machu Picchu, the Lost City of the Incas.

Enjoying the "ruin with a view" are, back, from left, LWEM Neil Peachey, CPO Eddie Over, POCA Polly Perkins, Surgeon Lt Bruce Powell; front, CPO Andy Pollard, LREG Danny Ronson, LPT Lee Strange, Lt Cdr Gordon Lester.



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Glasgow flies flag in Baltic

A SHORT deployment to the Baltic port of Baltiysk gave HMS Glasgow the opportunity to renew old Russian ties, first established earlier in the year when she operated in the Gulf alongside the Udaloy-class Admiral Vinogradov.

During her three-day visit the Type 42 destroyer acted as flagship for Flag Officer Surface Flotilla, Vice Admiral Mike Boyce, who, along with the British naval attaché in Moscow, Capt John Dobson, and Glasgow's CO, Cdr Dick Twichen, were met by the local garrison commander Admiral Vladimir Komodov and Commander of the Baltic Fleet, Admiral Yegorov.

Of great interest was a visit to the shipyard at Yantar and a tour of the Russian Naval Academy in Kaliningrad. HMS Glasgow has 20 officer cadets from BRNC Dartmouth undertaking initial sea training who also visited the Naval Academy and who were able to play football and volleyball against their Russian counterparts as well as discuss the relevant highs and lows of basic training.

Before Glasgow sailed a toy collection had been held on board and CPO(OPS)(M)s Tom Healy and Gordon Jones were able to hand over toys, games and books to an orphanage in the resort town of Svetlogorsk. Many of the toys had been donated by the people of

Portsmouth who had read of the collection in their local paper.

At the end of her visit HMS Glasgow, with Admiral Boyce embarked, sailed in company with the Nastoichiv for a short period of exercises and manoeuvres before making passage to Tallinn, in Estonia.

Apart from the formal reception held for Service chiefs and Ministers from the Estonian government there was also time for other ceremonial occasions and a visit to an orphanage where the remaining toys and games were distributed.

Crimean War

While in Tallinn a working party from Glasgow visited the Naissaar cemetery on the small island of Nisa just off the mouth of Tallinn harbour where British sailors who died during the blockade of the Russian Fleet during the Crimean War are buried. The working party did weeding, general gardening and ground clearance before erecting a large wooden cross bearing the ship's badge of St Mungo, the patron saint of Glasgow.

Glasgow sailed from Tallinn for her home town where she acted as flagship once again, this time to Flag Officer Scotland, Northern England and Northern Ireland, Vice Admiral Chris Morgan. Alongside the Admiral's programmes the ship's company enjoyed the same range of charitable, sporting and social events that made the home port visit so successful last year.

● Above left: FOSF, Vice Admiral Mike Boyce and Commander of the Russian Fleet Commander Yegorov, on board HMS Glasgow. The ship's gangway side screens were translated into Russian for the visit.

● Above right: HMS Glasgow alongside in the Baltic port of Baltiysk.

● Inset: Vice Admiral Mike Boyce presents a ship's badge to the conductor of the Baltic Fleet Orchestra.

● Below: HMS Glasgow's supply officer Lt Cdr Ray Dribble with children from naval schools in Baltiysk during a traditional "Pirates' Party".



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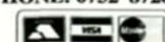
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FIONA 20 enjoys a good laugh, seeks male sailor friend. Box A2.

CHRISTINE 39, black hair, blue eyes, seeks pen-friends. Box A3.

JANE, 30 years, single sport and music fanatic would like pen-pal. Box A4.

KAREN 19 fun loving and mad about sport, seeks pen-pals with similar interests. Box A5.

BRUNETTE 28, seeks tall dark haired guy, fun times and friendship, want to know more? Then you'd better reply Box A6.

SINGLE mum 30, would like pen pals aged 28-36. Box A7.

KAREN 24, seeking pen pals. Interests sports and music. GSOH. Box A8.

SINGLE lady 30's GSOH. Seeks nice man as penfriend. Box A9.

ATTRACTIVE female, fair, 32 years, likes clubs, socialising, seeks penpal. Box A10.

KERRY Student 19, looking for a friend to write to. Box A11.

JACKIE aged 25 medium build, enjoys keeping fit, blonde, shy, quiet and lonely. Box A12.

NURSE Gosport, attractive slim young 40, GSOH. Sailor penpals 35-45. Box A13.

ANNETTE 30, great sense of humour, enjoys watching TV, films, reading, rugby union, going out and having fun. Box A14.

I'm Janet, 30, single, enjoys watching all sports. Looking for a penpal. Box A15.

ATTRACTIVE lady slim tall brunette, 25 years, Hants area. Interested? Box A19.

LONELY Mum of two. Divorced 33, seeks pals aged 30/40. Box 20.

ATTRACTIVE blonde lady GSOH. Sincere, seeks genuine male 35/45 photo. Box A21.

ATTRACTIVE lady thirtyish, interesting personality seeks correspondence via naval officer. Box A22.

I AM 35, confined to a wheelchair due to RTA. Divorced, have GSOH. Like going out and listening to music. Box A23.

FEMALE tall, slim 46 years. Shipping clerk many interests, music, reading etc. Box A24.

ATTRACTIVE blonde seeks sailor with sense of humour. Please write Box A25.

LIVELY 26 year old mad woman. GSOH, seeks similar male. Box A26.

BLONDIE, 24, blue eyes, likes going out, having fun. GSOH. Would like to write to male 24-30 with GSOH. Box A27.

KUWAITI sergeant 23 seeks female penfriend 17-40 photo if possible. Box A28.

FEMALE graduate 27 skier, climber seeks intelligent, adventurous non-smoking officer. Box A29.

ESSEX. Retired naval widow looking for genuine retired naval gent. Box A30.

FUN loving female sport mad. GSOH. Looking forward to your letters. Box A31.

ATTRACTIVE bubbly blonde (36) GSOH. Single mum, seeks tall interesting male. Box A32.

PETITE female, young 42, Cornwall seeks kind hearted sailor 30-40 with GSOH. Box A33.

GREEN eyed brunette. Energetic, GSOH seeks navy penfriend aged 37 plus. Box A34.

EX-WREN now lonely divorced florist. 30, seeks genuine pen-friend. Box A35.

20-YEAR-OLD female with brown hair and brown eyes, loves all sport, particularly motorsports. Enjoys swimming. Box A36.

WENDY 34, single parent. Good sense of humour, enjoys life. Box A37.

JAYNE 31, pale and interesting, mountain biker, seeks similar penpals. Box A38.

TRISHA aged 26, wishes to write to sailor/officer 25-35. Must be genuine, single and have GSOH. Photo appreciated. Box A39.

HELLO sailor! Fun female seeks fun sailor for friendship (25-27). Box A40.

FUN LOVING SPORTY Midlands girl, seeks amusing pen-pal. Box No A42.

YOUNG SAILOR 22 wants letters from all females. Photo preferred. Box A43.

TWO "SHE" SUBMARINES seek two nuclear missiles. Shoot now! Box A44.

DONNA TURNER, looking for Liverpoolian Navy lad John Williams. I would like John or anyone who knows him to write. Box A45.

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SLIM attractive professional lady, good SOH, used to Service life, many interests including sailing, sports, walking, travel, music, theatre, wishes to meet caring officer 40-50 years. Children welcomed. South/South West. Navy News Box 1191.

MOREEN Widow, 60. Small build, own car, likes dining out, good social life, holidays and being happy, would like to correspond with naval gentleman of similar interests. Box No A41.

GORGEOUS pretty sexy tanned girl 19, seeks good looking, loving sailor to have a relationship with. I have very long straight brunette hair, blue eyes and am very curvy. Write/ meet Box A16.

ELECTRONICS Engineer: Since summer 1992 (Brunei) Anne has wanted to correspond with officer Rob (Norfolk) please write Box A17.

ATTRACTIVE divorced professional female (41). Used to service life, likes home true values. 1 child. Interests including travelling/riding, wishes to correspond with caring, honest naval officer 40-50 years. Box A18.

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Points

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at August 1, 1994.

Intermediates (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int." rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during July.

CCMEAML — Int (20.1.92), 1: **CCMEAL** — Int (15.7.93), Nil; **CCMEALSM** — Int (6.7.93), 1: **CCMEALSM** — Int (29.10.92), 1: **CCWEAAD** — Int (27.11.92), Nil; **CCWEAAD** — Int (27.11.92), Nil; **CCWEAADCSM** — Int (20.7.93), Nil; **CCWEAADCSM** — Int (13.11.92), Nil; **CCAEAM** — Int (1.5.92), Nil; **CCAEAR** — Int (1.9.93), Nil; **CCAEAWL** — Int (1.1.91), 1: **PO(EW)(O)(RS)(W)** — 151, Nil; **LS(EW)(LRO)(W)** — Int (14.7.92), Nil; **PO(M)** — Int (15.9.92), Nil; **LS(M)** — Int (15.9.92), Nil; **PO(R)** — 249, Nil; **LS(R)** — Int (14.7.92), 2: **PO(S)** — Int (11.5.93), 2: **LS(S)** — Int (11.2.92), 2: **PO(D)** — 318, Nil; **LS(D)** — 513, Nil; **PO(MW)(O)** — Int (10.11.92), Nil; **LS(MW)** — Int (14.1.92), Nil; **PO(SR)** — 258, Nil; **LS(SR)** — 244, 1: **PO(SEA)** — 301, Nil; **POCY** — 383, Nil; **LRO(T)** — 341, Nil; **PORS** — 315, 1: **LRO(G)** — 135, 2: **POPT** — 296, Nil; **RPO** — 228, Nil.

POMEM(L)(GS) — Int (18.10.92), 5: **LMEM(L)(GS)** — Int (23.12.92), 5: **POMEM(M)(GS)** — 506, 3: **LMEM(M)(GS)** — 323, 15: **POMEM(O)(GS)** — 216, 2: **LMEM(O)(GS)** — Int (19.2.92), 4: **POMEM(R)(GS)** — Int (1.9.92), Nil; **LMEM(R)(GS)** — Int (3.3.93), Nil; **POCA** — 237, Nil; **POCK(GS)** — 321, 3: **LCK(GS)** — 123, Nil; **POSTD(GS)** — 601, Nil; **LSTD(GS)** — Int (18.6.92), Nil; **POSA(SM)** — 534, 2: **LSA(SM)** — 125, 6: **POWTR(GS)** — 87, Nil; **LWTR(GS)** — Int (29.6.92), 1.

POMA — 104, 1: **LMA** — Int (10.5.94), 1: **PO(S)(SM)(O)** — 91, Nil; **LS(S)(SM)** — 428, Nil; **PO(TS)(SM)** — Int (25.3.92), Nil; **LS(TS)(SM)** — 95, 2: **PORS(SM)** — 312, Nil; **LRO(SM)** — 123, Nil; **POMEM(L)(SM)** — 361, Nil; **LMEM(L)(SM)** — 135, 1: **POMEM(M)(SM)** — 856, Nil; **LMEM(M)(SM)** — 590, 9: **PO(WSM)** — 406, Nil; **LOM(WSM)** — 269, Nil; **POMEM(R)(SM)** — Int (3.11.92), Nil; **LMEM(R)(SM)** — 290, Nil; **PO(WJ)(SM)**

Dry, Nil; **POSA(SM)** — 230, Nil; **LSA(SM)** — Int (18.6.92), Nil.

POWTR(SM) — 82, Nil; **LWTR(SM)** — Int (9.3.92), Nil; **POCK(SM)** — Int, Nil; **LCK(SM)** — 882, Nil; **POSTD(SM)** — 465, Nil; **LSTD(SM)** — 816, Nil; **POA(AH)** — 953, Nil; **LA(AH)** — 818, Nil; **POA(METOC)** — Int, 1: **LA(METOC)** — Int (28.1.94), 1: **POA(PHOT)** — 383, Nil; **POA(SE)** — 521, Nil; **LA(SE)** — 301, Nil; **POACMN** — 432, 1: **POAEM(M)** — 367, 6: **LAEM(M)** — 414, 10: **POAEM(R)** — 151, Nil; **LAEM(R)** — 503, 4: **POAEM(WL)** — 469, 2: **LAEM(WL)** — 542, 6: **POAC** — Dry, 2.

POWREN(R) 222, Nil; **LWREN(R)** — 175, 2: **POWREN(RS)** — 389, Nil; **LWREN(RS)** — 314, Nil; **POWRENT** — 306, Nil; **RPOWREN** — 83, Nil; **POWRENC** — Int, Nil; **LWRENCK** — Int (18.2.93), Nil; **POWRENSTD** — 869, Nil; **LWRENSTD** — 152, Nil; **POWRENSA** — 417, Nil; **LWRENSA** — 138, Nil; **POWRENWTR** — 136, Nil; **LWRENWTR** — Int (18.6.92), 2: **POWRENWTR(G)** — 299, Nil; **LWRENWTR(G)** — Int (15.6.93), Nil; **POWRENMETOC** — Int, Nil; **LWRENMETOC** — Int, Nil; **POWRENPHOT** — Int, Nil.

POWRENAEM(M) — 448, Nil; **LWRENAEM(M)** — 353, Nil; **POWRENAEM(R)** — 82, Nil; **LWRENAEM(R)** — 414, Nil; **POWRENAEM(WL)** — 485, Nil; **LWRENAEM(WL)** — 432, Nil; **POWRENETS** — 442, Nil; **LWRENETS** — 218, Nil; **LWRENTEL** — 389, Nil; **POWRENWA** — 208, Nil; **LWRENWA** — 243, Nil; **POWRENHYG** — 181, Nil; **POWRENDSA** — 125, Nil; **LWRENDSA** — 145, Nil; **POEN(G)** — Int (9.3.93), Nil; **LEN(G)** — Int (8.2.94), Nil; **PONN** — Int (12.5.92), Nil; **POMA(Q)** — 143, Nil; **LMA(Q)** — Int (10.3.92), Nil.

The Basic Dates quoted for the female ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22:

POWREN QA — Int (16.12.93), Nil; **POWREN TA** — 662, Nil.

In accordance with DC(RN) 37/93 all qualified female seagoers now appear on the RN rosters only.

It should be noted that the number of B13s issued in the female categories are those advanced from the female Shore Roster.

Roster states do not include the award of the May 1994 C281 points which were not available at the time of publication.

Appointments

Rear Admiral M. P. Grettton to be promoted Vice Admiral Dec 15 and to be appointed SACLANTRÉPEUR from Dec 17.

Capt C. R. Beagley, DPR(N), Nov 4.

Cdr I. M. Bartholomew, Herald in command, Dec 13.

Cdr N. A. M. Butler, Cardiff in command, Dec 2.

Cdr P. A. Jones, Beaver in command, Sept 20.

Cdr B. V. C. Reeves, Tamar in command, July 4.

Promotions

PROVISIONAL selections for promotion for Dec 31 1994 and June 30 1995 are as follows.

The early promotions to Lieutenant-Commander are effective on the dates shown.

Promotions to date Dec 31 1994.

SEAMAN: To Captain — I Thorpe, D M Tall, R P Barton, R S Ainsley, J W Parker, M N Littleboy, A J Johns, A J G Miller.

To Commander — M K Brown, D R James, R A M Brown, D B Hosking, F G R Gillanders, A C Murgatroyd, S J Sykes, N E Fletcher, A R Davies, T K Horne, E Fraser, M C Evans, I M Stallion, J E Ward, K I M Clark, R C R Wellesley, J H Stanford, M J Burrows, A G Moll, T M Karsten.

To Lieutenant-Commander — promoted 12 months early: J R H Clink (Sept 1 1994), promoted six months early — P K Milburn (Jan 1 1995), S J Pearson (Feb 1 1995), M G Trevor (April 1 1995), M J D Walliker (May 1 1995).

ENGINEERING: To Captain — P G Hurford, T C Chittenden, A I H Clark, R D Finlayson.

To Commander — J H A Lea, G A Harris, N T Parry, D Faulconbridge, W M Hodson, R I McElwaine, R N Powell, D R Peckham, A P Holberry, C B Neave, G A Brough, A R White, P J Crouch, I M Jess.

To Lieutenant-Commander — promoted 12 months early: M J Toy (Nov 1 1994), promoted six months early D P S Green (May 1 1995).

SUPPLY AND SECRETARIAT: To Captain — N C Preston-Jones.

To Commander — S D Whalley, J C Dingle, S E Airey, D G Steel.

INSTRUCTOR: To Captain — T A Spire.

To Commander — J L Wakeling.

NON-SPECIALIST OFFICERS: To Commander — J E Salt.

MEDICAL: To Surgeon-Captain — O M Howard.

To Surgeon-Commander — J P Greer, C D Gillen, N P J Cripps.

DENTAL: To Surgeon Captain (D) — G W Myers.

QARNS: To Superintendent Nursing Officer — D V Aldwinckle.

ROYAL MARINES: To Colonel — S P Hill.

To Lieutenant-Commander — M Sturman, J B Dutton.

To Major — P R Loynes, J P C Heal, M J D Noble, D A Capewell.

Promotions to date June 30 1995.

SEAMAN: To Captain M D Booth, N G H Bray, C W Waite, N H L Harris, R J Clapp, T J H Laurence, P L Wilcocks.

To Commander — K Carter, G Stamp, D G Phillips, S Mather, E A McNair, C D Wilson, M P Shrivs, R J Norris, R P Thomas, M W Westwood, N S C Gasson, G C Thomas, T A Cunningham, N P Stanley, M C Lander, M R B Wallace, J S Westbrook.

To Lieutenant-Commander — promoted 12 months early: H R Sanguinetti (Feb 1 1995), promoted six months early — M C Ailbion (July 1 1995), J H T Nisbet (July 1 1995), M J Carson (Dec 1 1995), J P Penbreath (Dec 1 1995).

ENGINEERING: To Captain — M P Fitzgerald, N J F Raby, W D M Fairbairn, R B Turner.

To Commander — M J Loneragan, K J R Podger, J G Apps, C J Longbottom, T M Gaught, D J Evans, P D Kenward, M E J Pendle, S S Young, R C Rusbridger, P R A Jagger, D W Ham, R J Thompson, G L Peach.

To Lieutenant-Commander — promoted 12 months early: N S Roberts (March 1 1995), C M Streeten (June 1 1995), promoted six months early: T J Roberts (July 1 1995), I J A Kennedy (Aug 1 1995).

SUPPLY AND SECRETARIAT: To Captain — N D Savage.

Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in July.

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(S) — N. P. Linger (Lancaster).
To CPO(SR) — A. Bidmead (Raleigh).

(COMMUNICATIONS GROUP) REGULATING and PT.

To ACCCT — D. J. Terry (Beaver).

MARINE ENGINEERING

To CPOEM(M) — S. R. Collier (Sultan).

WEAPON ENGINEERING

To CPOWEM(O) — J. R. Campbell (Brilliant).

SUPPLY AND SECRETARIAT

To CPOSTD — G. R. C. Logan (Exeter).

MEDICAL BRANCHES

To CPOMA — S. D. Letchford (RNH Plymouth), P. K. Fitzpatrick (RNH Haslar).

FLEET AIR ARM

To CPOACMN — M. E. Fletcher (810 Sqn), P. H. Daubney (810 Sqn).
To CPOAEM(M) — G. P. Lancelfield (Illustrious), A. J. Scales (RFANSU).

CHIEF PETTY OFFICER ARTIFICER

Captain Naval Drafting has been notified of the following advancements to chief petty officer artificer which were made by

commanding officers in June.

CPOMEA — A. Ormston (Liverpool), A. D. Reid (Portsmouth ACPU), T. Scotting (Triumph), J. M. Whitehead (Repulse stbd).

ACPOMEA — R. M. Fort (Portsmouth FMRO), J. R. Hummel (Fearless), C. G. Jones (Fearless).

CPOAEA(WL) — P. Kemp (RFANSU), S. Whalley (RNAS Cudrose).

ACPOAEA(WL) — R. Reed (814 Sqn), D. E. Reynolds (829 Flt 206).

CPOAEA(M) — C. J. R. Holland (829 Flt 211), P. R. Willetts (RNAS Cudrose).

CPOAEA(R) — F. J. Baxter (Osprey), J. J. P. Burns (RNAS Cudrose), A. A. Grantham (829 Flt 235), R. A. Ledger (899 Sqn Heron), A. J. Renwick (702 Sqn Osprey), G. J. Roscoe (815 Flt 215).

ACPOAEA(R) — M. J. Elstone (815 Sqn HQ).

CPOWEA — M. R. Bramwell (Active), M. Devine (Neptune SM1), D. W. Dumbleton (Montrose), D. Miller (Trafalgar), P. B. Sheather (Brave), S. A. Wilford (Drake CFM).

ACPOWEA — M. T. Barnes (Exeter), N. C. Hawkes (Edinburgh), M. Sheldon (Ark Royal), P. R. Valley (Portsmouth FMRO).

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by Captain Naval Drafting in July for the following ratings to be advanced to acting charge chief artificer: **To ACCMEA** — J. C. Wheatley (Drake), D. P. Morgan (Renown Port), R. S. J. Shakeshaft (Talent).

To ACCAEA — D. M. Robson (845 Sqn).

Deaths

ALAEM(M) M. A. Boot, 810 Naval Air Squadron, HMS Seahawk, June 24.
Cpl. N. M. Blain, SBS RM, June 21.

Rear Admiral W. H. Selby, served 1916-1955. Ships include HMS Cornwall, Royal Oak, RY Victoria and Albert and Veteran on the China Station. Commanded HMS Mashona which was hit by German aircraft — mentioned in despatches. Also served in HMS Onslaught escorting Arctic and Atlantic Convoys. Aged 92.

F. Bowen, ex-CPO(R), survivor of HMS Repulse.

Lt Cdr F. G. Manders, RNR, served 1940-46. Joined RNR and for 24 years was active in the Sea Cadet Corps. Aged 78.

P. J. Pinkstone, served 1941-55. Ships include HMS Porlock Bay, Illustrious, Vigo, Gambia, Tyne, Phoenixia and Cumberland. Member of Porlock Bay Association. Aged 69.

S. Johnson, MBE, RNZN (retd), ex-CPO PTI. Ships include HMS Caledonia, Enterprise, Ramillies and Swale. After retiring from RN accepted commission in RNZN as Lieutenant responsible for training P and RT Instructors in the three New Zealand Forces. In 1986 was appointed coach to New Zealand Commonwealth Games team in Edinburgh.

K. G. Cox, ex-LTcl. Served in HMS Consort and was member of HMS Consort Association. Aged 73.

T. Moran, ex-AB. Served 1943-46. Ships include HMS Aldenham. Aged 67.

The deaths of the following members of the **HMS Barham Survivors' Association** have been reported: **Lt Cdr R Pridham Wipell** and **N McCann**.

J. H. Darlington ex-CPO. Served 30 years.

J. W. Fraser, served 10 years in submarines.

The deaths of the following member of the **Algerines Association** have been reported: **R. S. Putland** (HMS Lightfoot) and **G. Owen** (HMS Wave).

The deaths are reported of the following members of The Association of Royal Navy officers:

Lt Cdr (E) R J Baxter, MBE, served in HM

ships Sussex, Titania, Diomedé, Veteran, Firedrake, Tarantula, Dunluce Castle, Durban, Danae, Belfast, Ariadne, Renown, Consort and Rapid.

Lt Cdr (X) A W Blathwayt, served in HM ships Duke of York, Cobham, Leeds Castle, HMS Tareton in command, Loch Ruthven, and Cinc Portsmouth Staff.

Lt Cdr (S) P S B Brampton, served in HM ships Nigeria, Hornet, Martin Tower, Centaur, Crane, Bramcote, Afrikander and FONFT Yeovilton.

Lt Cdr (E) D C G Breton, served in HM ships Jamaica, Glasgow, Sirius, Indomitable, Hornet, RAE Farnborough and Bedford, Cardigan Bay, and Contest.

Ltd Cdr (X) J S Drane, MBE DSC, served in HM ships Zulu, Baronia, King George V, Rooke Warrior, and St Angelo.

Lt I D Evans, RNVR, served in HM ships Boscowen, Stornoway and Celebrity.

Lt Cdr (X) M J Fowler, served in HM ships Heron, President, Osprey and RAE Farnborough.

Cdr (E) R J Greenwood-Penny, served in HM dockyard staffs Portsmouth and Devonport, and ships Liverpool, Cochrane and President.

Lt Cdr (X) J Hamilton served in HM ships Osiris, Courageous, Sultan and Daedalus.

Lt Cdr (X) F A Munden served in HM ships Folkestone, Rocksand, Pembroke and President.

Cdr (X) J C H Nelson, served in HM ships Exmouth, Osprey, Prince of Wales, LST3501 in command, Cinc Far East Staff, and Officers' Instructor to RNVR at Southampton.

Cdr E F (P) Pritchard, served in HM ships Owl, Daedalus, Falcon, Seahawk, Eagle and former naval attaché Bangkok and Turkey.

Lt Cdr (S) W M Winn, served in HM ships Vindictive, Hood, Manchester, Arethusa, Trumpeter, Implacable, Cleopatra, St Angelo, Fisguard, Agincourt and Dryad.

ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

J. Murphy, ex-AB West Ham. Served HMS Argonaut 1943 to 1946. Member of

HMS Argonaut Association.

A. Leonard, ex-CPOSTK, Portsmouth. Ships include HMS Suffolk, Aurora and Chameleon.

O. Griffiths, Deeside.
D. Fogg, Capenhurst. Aged 69.
K. Davis, former vice chairman Newark. Aged 68.

P. Gubbins, ex-CPO(R), Kingston upon Thames. Served 30 years. Survivor HMS Dunedin. Service also includes HMS Phoebe. Member of HMS Howe Association.

G. G. Hughes, ex-DEMS Gunner, chairman and secretary Llandudno. Served in Landing Craft. Aged 68.

J. S. Biggs, Wallsend. Ships include HMS Effingham, Sheffield, Vimy, Welchman. Aged 73.

J. Arblaster, ex-851 Squadron, founder member Cirencester. Ships include HMS Shah. Aged 73.

S. Ryan, life member Leyland. Served 1937 to 1947, retired as Chief Gunners Mate. Survivor HMS Ark Royal and also served HMS Renown. Aged 71.

F. Manston, founder member Chingford and Waltham Forest. Ships include HMS Cumberland, Pembroke and Eskimo. Aged 75.

G. Johnson, Wear (Sunderland) and associate member M. Jackson.

B. Ravenscroft, ex-CPO COXN, Chatham. Member of the HMS Ganges Association. Aged 77.

E. S. Green, Leicester. Aged 83.
J. Needie, President No. 5 Area.

W. T. Ravenscroft, Chatham. Served from 1932-57. Member of the Royal Hospital School Old Boys' Association, HMS Ganges Association (Medway) and the PTIs Association.

S. Davies, Stockton-on-Tees. Aged 68.
V. Fitch, ex-RM Bandmaster, Waterloo-ville. Ships include HMS Kent, Swiftsure, Nigeria and Frobisher.

A. Ruddle, Waterloo-ville. Ships included HMS Ganges, Eurylus, Whitby, Endurance and minesweepers.

A. H. Lloyd, ex-CPO, Waterloo-ville. Served in submarines.

A. Beard, ex-WRNS, founder member Denton, Aged 85.

Swop Drafts

LRO(T) Green, Westminster. Will swop for any Portsmouth-based Type 42.

LSA Hicks, HMS Cumberland, deploying Nov. Will swop for any Devonport ship not deploying.

WAB(S) Thow, HMS Cumberland, drafted HMS Cochrane in Sept. Will swop for any Plymouth shore base.

LSTD Wilkinson, HMS Exeter, drafted HMS Osprey in Sept. Will swop for any Portsmouth shore base — tel. 0705 698220 or HMS Nelson Wardroom from Aug 8.

OMI(C) Woodward, HMS Westminster. Will swop for any Portsmouth-based ship not deploying.

LS(EW) Hayes, Barrack Guard, HMS Drake until Sept 12, Cook Section, HMS Dryad until Sept 23, drafted HMS Birmingham. Will swop for any Plymouth-based ship in refit or not deploying or Plymouth shore base. Must be ADAWS/UAA2 trained.

LS(MW) Smith, HMS Dulverton, drafted HMS Neptune in Oct. Any swop considered.

WWTR 1 Whelan, HMS Raleigh, ext 41285, drafted HMS Cambridge in Sept. Will swop for any Portsmouth-area draft.

RO1(T) Cleaves, HMS Collingwood, ext 786, drafted HMS Brazen in Dec. Will swop for any Portsmouth-based Type 42.

LS(R) Ketteringham, HMS Liverpool. Will swop for any Portsmouth or Plymouth ADAWS-fitted ship not deploying.

WWTR1 Coxall, SM2 UPO, Devonport dockyard, ext 68051. Will swop for any Portsmouth/Gosport area shore base.

WEM(R)1 Dunn, HMS Warrior, Northwood Systems, ext 8586. Will swop for any Portsmouth draft (

Navy joins shooting match!



Rapid fire at 200yds sitting — Lt Cdr Peter Trott takes aim at Camp Lejeune. Top right: Portsmouth Skill-at-Arms Champion, Lt Jim Ellis, winner of the Sheerness Cup.

EXERCISE Longshot is the annual Royal Marines exercise in which officers and men train with and compete against marksmen of the United States Marine Corps at Camp Lejeune, North Carolina. For the first time this year, a party of 20 Royal Navy officers and ratings accompanied the 13 Royal Marines.

The exercise consisted of three days of classroom instruction, followed by two-and-a-half weeks of competitive rifle and pistol shooting. Instruction was given by WO2 Tommy Sands RM and S/Sgt Sieweumtewa USMC. Both are classified as "distinguished" shooters by the USMC and Tommy is the first

person outside the Corps to win the designation.

All members of the British contingent were graded marksman, sharpshooter or expert following the "Known Distance" tests. All later entered the USMC Eastern Division Championships.

Individual

The individual rifle competition saw some excellent shooting by the RN/RM. L/Cpl Mick Cole was placed third overall, PO Gary Lancefield was sixth, Mne S. Waller 15th and AEM Kevin Smallwood 40th. Over 320 competitors took part. The RN teams were 12th and 13th in a field of 26.

The pistol results were rather less noteworthy; not least as the competition was conducted sin-

gle-handed, a discipline not practised in the RN. Sands was 138th and Lt Cdr Ian Danbury 185th of the 318 taking part.

FEW Bisley reports so far, but congratulations to Lt Cdr Graham Jolliffe, winner of the Wantage Challenge Cup for snaphooting.

THE Royal Naval Reserve Rifle Association held its 61st Skill-at-Arms meeting at Bisley and 43 officers and ratings from seven RNR training centres took part. Stars of the occasion were undoubtedly HMS Vivid and LS Nigel Radcliffe, who is serving there.

Nigel won the Vulture Cup (Whitehead Service Pistol Match) and the Tyne Cup, as Small Arms Champion at Arms. HMS Vivid won the Duke of Westminster Cup (Whitehead SA80 Match), Thames Cup (FIBUA Match), Graham Trophy (Roupeil Cup



Match), Viscount Elvedon Pistol Team event, and became Cock of the Fleet. The VIP Match was won by Surgeon Cdr (D) Malcolm Hocking.

LONGMOOR Ranges hosted the Portsmouth Area Rifle Association Skill-at-Arms Meeting. HMS Glasgow provided the winning team overall and the Senior Officers' pistol winner (the CO, Cdr Dick Twichen).

Individual Rifle Champion was WEM Ged Cartledge of HMS Southampton, while the overall Skill-at-Arms Champion (for both rifle and pistol shooting) was Lt Jim Ellis of HMS Collingwood.

Athletics final closely fought to last events

BRICKFIELDS was the venue for the third annual Athletics Navy Cup Final. Strong teams from Sultan, CTCRM and Heron — plus the surprise packages of Neptune, Manadon and Collingwood — vied in the men's competition writes Lt Cdr Clive Lambshead.

Again C/Sgt Andy Mitchell (CTC) laid a solid foundation, winning the hammer and the shot early on and adding the discus a little later. But after five events there was little to choose between the six finalists, with only four points separating first and last.

Disqualified

Scores remained close right up to the relay events, where drama began to unfold. Had Sultan not been disqualified in the 4 x 100m race the overall result might well have been different.

Men's results: 1, CTCRM Lympstone 92 points; 2, HMS Sultan 79; 3, HMS Heron 76; 4, HMS Neptune 74; 5, RNEC Manadon 67; 6, HMS Collingwood 67.

The ladies' competition was another story — a small but talented team from HMS Nelson, managed by LWPT Jo Dobson, took an early lead and maintained it throughout.

There were good all-round performances by LWren Claire Jardine (javelin, 400m hurdles, discus), Wren Tracey Woolway (200m, triple jump) and LWren Helen Roe (high jump, 100m hurdles). Well supported by LWrens Sian Cunningham and Tracey Low and by Lt Nicky Spurgeon, they took the trophy for Nelson, wresting it away from HMS Heron for the first

Ladies' results: 1, HMS Nelson 101 points; 2, HMS Heron 76.5; 3, HMS Sultan 74.5; 4, HMS Drake 32.

Sadly, in the Inter-Service Championships the Royal Navy once again could only manage third. Both the RAF and Army, with their handful of Internationals, proved too strong.

There is little doubt that in track and field the RAF and Army policy of drafting athletes to specific units for training will always result in the RN finishing third.

Notwithstanding this, Lt Andy Quixley managed a second in the javelin, Lt Cdr Chris Robinson a second in the 1,500m and C/Sgt Andy Mitchell third in the discus.

Had Lt Terry Price decided to run, there is little doubt the RN would have had a winner in the 400m hurdles.

Highlight

Highlight of the afternoon for the Navy was the new RN record set by Mne Craig Elliott, MA Paul Smith, AB Topsy Turner and CPO Rupert Williams in the 4 x 100m relay of 42.2 seconds.

Four Navy athletes were selected to represent the Combined Services — Quixley (javelin), Mitchell (discus), Robison (5,000m) and LWren Zoe Hambley (sprint).

HOSTED by the Royal Navy Athletics Association, the Australian Defence Forces cross-country team spent three weeks "over here" on tour.

They promptly disposed of local opposition in the team event of the D-Day 10k road race in Portsmouth.

The Australians then ran against the RN cross-country team at on the superb HMS Raleigh course, where they adopted strong team tactics from the start. Running as a group, they concentrated on supporting Ralph Zimmerman, who took the lead halfway round the first lap.

The RN team, led by South Coast Marathon champion, Lt Steve Gough, were at least 800m behind after a lap and a half, but shortly afterwards it became apparent that the Aussies had set off too fast.

A group of RN runners, led by Gough and including C/Sgt

Terry Pares, Sgt Chris Cook and LCK Roper, gradually brought the leading Australian into the group and passed him during the last lap.

Cook won the race, with Gough a very close second. The team result was far closer — the RN just pipping the spirited Aussies.

Back in Portsmouth the visitors faced the best in the RN in the Navy 5,000m championship. Zimmerman finished third behind international runner Mne Gary Gerrard and Gough.

It is hoped that following this most successful venture the RN Marathon Team will be invited to compete in Sydney next year.

Sport

HOCKEY TOUR A TRIUMPH



IN BRIEF

FOUR wins and one draw was the more than satisfactory result achieved by the Royal Navy squash players in their five-game tour of Bermuda. The tourists also proved their worth as cricketers, beating a Resident Naval Officer Bermuda Select XI by six wickets.

RNO Bermuda, Cdr Robin Bawtree, invited the RN Squash Rackets Association to undertake the tour, and the arrangements made by him and by his staff at HMS Malabar ensured everything went off well.

All on the tour took the opportunity to take part in golf, scuba diving, snorkelling, deep sea fishing and boating activities.

COURSES for cricket umpires and scorers, leading to membership of the Association of Cricket Umpires and Cricket Scorers, will be held in HMS Sultan on Tuesday evenings (from 1630) for 10 weeks from October 4. Details of both courses can be obtained from CCMEA P. N. Beard, Nuclear Training Group, HMS Sultan. (Tel Sultan ext 2663).

DUE to pressure on space, some sports articles have been held over for the September edition.

ASTON Villa FC have been training at HMS Raleigh, under the guidance of LPT Ian Hardcastle. Among the party was star striker Dean Saunders.

WSA Jo Ledger attacks the Seattle goal with LWren Lindsey Banner in support in a Jamboree Cup match the Wrens went on to win 3-0 during their farewell tour of Canada.

The tour took place as the WRNS was being relegated to history and the players ended on a high. They won three of the four Jamboree Cup games, drawing the other 0-0. They had acclimatised well after the three warm-up games, two of which they lost.

Thoroughly enjoyed by all taking part, the tour was supported by the Sports Control Board, Sports Lottery, command and ships' welfare funds and by various companies.

LWrens Claire Worsley and Lindsey Banner shared top goal-scoring honours with three apiece.

12 MONTH GUARANTEE

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CPOMEA Dave Gardiner (above), captain of the HMS Revenge football team, shows off the trophy the side received as winners of the Mini Ships Competition.

They won the final against HMS Turbulent 3-2, but won't be able to defend it next year as Revenge is undergoing the final stages of decommissioning at Rosyth.

SOUTHWICK Park will be the venue for the Regulating Branch Golf Championship on September 9. The 36-hole competition is open to all serving and former members of the branch. For full details and an entry form contact WOMAA Des Briggs on Portsmouth Naval Base ext. 23515 (ans. machine) or 23578.

THIS year's RN and RM Coarse Angling Team Championships will be held on the Trent and Mersey Canal at Sharnlow on September 12. The RN Individual Championships will take place the following day at Swalkstone on the River Trent. Entry is open to teams of four and individuals. Full details may be obtained from the Coarse Angling Secretary, Lt Cdr P. J. Mawby on 0225 884036 or MOD Bath 84035. Callers are requested to ring after 1800; messages may be left on the answering machine.

HMS COCHRANE beat RAF Kinloss in the final of the Mackenzie Six-a-side Soccer Tournament at Rosyth, while HMS Edinburgh took third place with a win over HMS Neptune.

Earlier in the month HMS Edinburgh played host to a top sportsman — Lee James, the British Amateur Golf Champion. He was hosted by the CO, Cdr Nigel Overington, who is Vice Chairman of the RN Golf Association.

UNITED Services Hockey Club, Portsmouth, will be holding trials at Burnaby Road on September 3 for its many teams — men's ladies' veterans' and mixed — which play at weekends and train mid-week. Men and women players of any standard interested in joining are asked to contact Club Captain, CCMEA(M) Steve Wright at North Corner Group Ship Managers, HM Naval Base Portsmouth. PNB ext 22539/25653.

AGAINST all the odds — for they admit a total lack of football knowledge — the Wrens of 3H2 Mess HMS Broadword won the first Broadword Fantasy Football League. In a close-run season they pipped the other 21 teams in the final week, taking the title by just one point.

Their achievement was all the more commendable as they spent on players just £19m of the £25m available! Team managers WEM Faith Woods and ROs Angie Pearce, Claire Shooter and Sharon Hellard collected their trophy from the CO, Cdr Christopher Robinson.

A CLOSELY-fought contest in trying conditions over the tricky Lee-on-the-Solent course saw PO Steve Tinsley (Dolphin) crowned 1994 Navy Golf Champion, writes Cdr Gary Skinns.

He came into the tournament having shown good form in recent RN matches and at Lee proved his undoubted ability in handling gales, which on the first day reached some 60mph.

Scores were inevitably high, but as almost always is the case someone relished the condi-

tions and produced a performance of note. The first round, if not the whole first day, belonged to Lt Cdr Darryl Whitehead (Culdrose), whose 74, 79 put him three shots ahead of veteran CPO Don West (CFM Rosyth). On the more benign second day, though, he slipped well back into the pack.

Despite all his experience, West claimed a bout of nervousness in returning a poor third round before recovering on the final afternoon to claim fourth place overall.

Tinsley was hovering close behind at the end of the first day, but came through with an excellent 74 in the third round to take the lead.

Defending

Defending champion LWTR Ian Ashenden (AFSOUTH) came within four shots of the lead with 72 in the third round but, out of competition practice, he could not maintain the challenge and faded into the middle order.

Musician Joe Sharp (Dartmouth) and Lt Cdr Pat Lynch (FONA), meanwhile, were putting together superb final days and coming into contention. Sharp followed his morning round of 76 with a 74 in the afternoon to finish runner-up and Lynch recorded two 75s to claim third place.

With a sizeable gallery accompanying the last group over the final holes, word reached Tinsley that he needed a 79 to win. He duly obliged by playing sensible golf, keeping the ball in play, to record a

final round 77. It was a fitting victory for a golfer who has represented the Navy creditably over the years and leaves the Service at the end of this season.

The Inter-Command Championship held concurrently with the individual event proved one of the closest in years. Naval Air Command, defending champions, were never far from the lead and the Royal Marines threatened briefly, but it was the steady performances of Portsmouth that triumphed, as they beat NAC by seven shots.

Hospitable

Earlier in the month Navy teams took on North Yorkshire and participated in the Graham Butler Trophy at Ferndown. The Yorkshire fixture, always popular, took place at Garforth GC, Leeds, and was a splendid, hospitable affair.

The course was in excellent condition and the club match on the Saturday was close, the Navy just losing out by the odd point. Tinsley's two under par round — an omen of things to come, perhaps — was a highlight.

A very strong, youthful team provided the opposition in the County match the following day. It went significantly against the Navy, but there were encouraging performances from CK Stuart Huxtable (Guernsey), CPO Jim Thomson (Valiant), CPO Mick Filleul (FONA) and Cpl Nigel Small (CTCRM).

Consecutive

Artificer Apprentice Terry Taylor (Daedalus) continues to progress. He won his second consecutive singles match. Sadly, he will not be available for the rest of the season as he is preparing for his final exams.

The Graham Butler Trophy team of CPO Eddie Comerford (Cochrane) and West along with CPO Martin Hunt (Culdrose) and Filleul never got to grips with the event and finished 13th of 16. The Navy should, however, retain an invitation to next year's event.

TREBLE CHANCE



IS IT a record? HMS Manchester's rugby, hockey and soccer teams all reached the Midi Ships Cup finals of their respective sports. The rugby and hockey teams won, but the footballers went down 3-4 to HMS Brave on penalties. Here Manchester's CO, Cdr Mick Davies, stands surrounded by his athletic ship's company on the destroyer's fo'c'sle.

WE NEED 'EM LIKE SEAN . . .

HAVING lost three wickets for 51 runs in their match against the Civil Service at Portsmouth, the Navy rallied to 105 for 3 from 30 overs at lunch, writes Lt Cdr Jim Danks.

Skipper Piers Moore made 24 in a stand of 69 with Charles Hobson. Hobson himself was denied a richly-deserved century when his excellent innings of 94 ended in the final over, with the side all out for 194.

This was a disappointing score, with the middle order not producing the runs when the Civil Service bowlers put the pressure on. The Civil Service openers scored steadily, but both fell to AEM John Mann (707 NAS) in his first four overs. The side were not unduly concerned by the Navy's bowling and fielding — although these were good — and reached their target off the first ball of the 55th over.

RN 194 (C. Hobson 94), Civil Service 196 for 3. Civil Service won by 7 wickets.

A good start of 49 in 14 overs was broken for the RN in their match against the British Police when Robin Hollington was brilliantly stumped for 20. Paul Barsby made 41, and S/Lt Paul Snelling (Manadon) and MEA Peter Andrew added 58 for the third wicket, which fell at 130. The Navy batsmen built on

this sound start — Peter Andrew made an excellent 76 not out and Dean Kitching 25 no. The last 15 overs saw the addition of 115 runs, bringing the Navy total to 229 for 5, which fell short of earlier promise.

Prize wicket

Some good Navy bowling, particularly from L/Cpl Andy Hurry (7 overs for 16 runs), pegged down the Police batsmen to 71 for 1 from 25 overs at tea. In the first over after the interval Mann claimed the prize wicket of Malcolm Roberts, bowling him for 46.

With a diving stop and an excellent throw, Hollington ran out Lees; the score stood at 124 for 4 in the 39th over and the Navy held the upper hand. But the Policemen held the line.

RN 229 for 5 (P. Andrew 76*), British Police 230 for 5. British Police won by 5 wickets.

Rain reduced the Navy's match against Wiltshire to 40 overs per side. In a fine spell of off-spin bowling Mann took 4 for 34 from eight overs. Less hostile bowling towards the end of the innings allowed Wiltshire to climb to 195 for 6.

The Navy batsmen did not bat very well in the face of some accurate Wiltshire bowling. Harrison (22), Moore (39)

and Braithwaite (25) threatened briefly, but Paul Snelling held the innings together with a determined 49. At one stage the RN lost five wickets for seven runs.

Wiltshire 195 for 6, RN 177. Wiltshire won by 18 runs.

August fixtures: 5 v Southern League at Burnaby Rd; 8 v RAF (first Inter-Service match) at Aldershot — winners to play the Army on August 10; 17 v South African Defence Force at Burnaby Rd.

The Under 25 Inter-Service Competition produced three high quality matches played, unlike last year, in good weather.

Top scorer

Day 1 saw the RN play the RAF, who surprisingly chose to bat first. Accurate bowling and keen fielding kept them to 101 for 5 at lunch. Immediately afterwards they lost their top scorer and eventually were all out for 169.

Pick of the bowlers were LMEA Julian Neale (Sultan), 6 for 43, and LWEA David Wynne (Collingwood), 1 for 19 from 11 overs. The RN made a shaky start, but Snelling's 69, Mann's 21 and Wynne's 39no led to an emphatic victory by five wickets.

Day 2 saw the RAF with 252

for 5 taking a 13-run win over the Army, on 239 for 9. In their Day 3 match against the Army, the Navy won the toss and elected to bat.



Mne Sean Needham

Sensible and positive batting by Mann (33) and Wynne (39) and a superb innings of 115 by Mne Sean Needham (Cdo Log Regt) looked like pushing the total over 250, but late wickets were lost and the RN finished on 235 for 8 from 55 overs.

Victory in this competition for the first time in 12 years beckoned for the Navy, but dropped catches and some indifferent bowling enabled the Army to reach the target in the 49th over for the loss of six wickets.

Only MEA David Garbutt (Sultan), with 1 for 25 from 11 overs, managed to stem the run flow.

This was a somewhat disappointing outcome, but with only one of the Navy squad going over the age limit before next year's competition, the future looks promising. Andrew, Needham and Mann were selected for the Under 25 Combined Services and more would have been chosen had they been available to play.

The CS Under 25 game against the English Schools Cricket Association was played at Aldershot. Andrew made 37 and Needham 44 as CS reached 168 for 5. Mann hit five sixes in one over, just missing the sixth. CS finished on 272 for 7 declared.

The ESCA batting collapsed from 79 for 3 to 80 for 8 and they were finally dismissed for 99, giving CS victory by 173 runs.

● The Navy Cup Final — HMS Daedalus v HMS Heron — was scheduled for August 3 at Burnaby Rd, beginning at 1400.

Yeovilton RIB team meet the challenge

YEOVILTON-based AEM Tim Brookes (navigation), LAEM Jake Wilkinson (team leader) and Mr John Mason MOD (navigation and engineering) — pictured left to right — completed the Round Scotland RIB Challenge.

The race for rigid inflatable boats pitted competitors' skill, courage and determination against the unpredictable seas around Scotland, taking them in five stages on a 500-mile circumnavigation of the islands and Highlands.

It began at Inverness with a gentle saunter and "tune up" through the Caledonian Canal to Loch Ness, where a speed trial was held across the 22-

mile expanse of open water, in perfect conditions.

But over the next several days the boats toiled through the sea as strong south westerly winds whipped up and visibility closed down. Cape Wrath provided the climax — with a good 25ft swell and holes appearing from nowhere.

Despite problems with the rib which required long working into the night for the Navy

team, they were one of the 12 of the original 27 starters to finish the race. They upheld honour, too, winning the Fastest Service Trophy.

The three were delighted with the warm Scottish welcome they received in each port of call and particularly wish to thank the Sea Cadet units of Widnes, Fort William, Scrabster and Inverness for their help and offers of accommodation.



Mid Mountford.

Penny shines

AMONG those sailing for Britain in the World Championships currently taking place off La Rochelle in France is Mid Penny Mountford, a Young Officer serving on board HMS Cornwall.

Penny is competing in the sub-dinghy event. She began sailing at the age of seven and has competed for Great Britain at junior level on several occasions. La Rochelle is her first senior outing for her country.

In the future she hopes to be selected for the Olympic Games squad... and also to fit in an engineering degree at Southampton University, where she's bound on completion of her Fleet time.

Schwab cleans up



HARRIER pilot Lt Rob Schwab (899 NAS) became the Inter-Service Hang Gliding Champion and Royal Navy Individual Champion when he beat 29 other pilots in a five-day competition in South Wales, writes Capt James McMenemy, REME.

The Navy also took first place in the novice and open classes of the Inter-Service Championship, but were beaten into second place overall by the RAF.

The 30 open class pilots flew seven tasks, ranging from a 24km ridge race with photographic turn-points to a 57km race to goal. In all, the top pilots flew over 800kms in strong and gusty winds, clocking up over 300 hours of flight.

Flying brilliantly, Rob Schwab alone reached goal on two 25km tasks. Mnc Dominic Mee (40 Cdo) was first of the novices and Lt Cdr Bob Hartshorn (Manadon) was third. In the intermediate class, CPO Mick Tattersfield took first prize with his careful flying.

Left: LCK Steve Warner gains height above his helper, CPO Mick Tattersfield.

Details of hang gliding and paragliding courses at the Joint Services Hang Gliding Centre can be found in JSP 419 and DCI JS 34/94, or ring Crickhowell Military 3245 for further information.

HORSE PLAY



IN THEIR first tournament at their new home, Tidworth Polo Club, the Royal Navy defeated Millfield 7-4½ for the Sacher Cup and demolished Taunton Vale 10-½ in the final of the Kemble Salver.

Although less uneven than the score suggests, the lat-

ter game saw the Navy playing extremely well — particularly Lt Ian Annett (above) and Lt James Minter, playing up front. In the Millfield match Cdr Richard Mason was very effective.

Sunday's activities included a well-attended lunch sponsored by McKinley Vintners and Champagne Gosset.

Navy Polo, sponsored by PAX+ Insurance, takes place at Tidworth Polo Club most weekends. Admission to the ground is free and players would welcome supporters. For details of fixtures ring 0980 846705.

Prize money

RIDING horses rather than ponies, the RN/RM show-jumping team competed in the Rhine Army Summer Show at Sennelager in Germany.

Although deprived of the cream of their competition horses by other commitments and injuries, the team came away with 13 rosettes, the cup for the best saddle club and nearly £400 in prize money — much needed to help fund entry into such events.

The NATO Cup, won by the RN/RM for the past two years, eluded us this time, but the Navy riders were equal second in a very strong field of eight.

WELSH YOMP



HMS Atherstone overcame her disappointment in losing in the final of the Mini Ships Rugby Cup and in the semi-finals of the hockey and the football by becoming the first Minor War Vessel to enter the Welsh 1,000.

This 19-mile yomp across some of the worst terrain in Wales — from Aber on the coast to the top of Snowdon, and including three other peaks of over 1,000m, was not to be taken lightly.

Despite severely limited training facilities and a busy running period, the team all completed the course within eight hours, reaching home in front of some of the best the Army could offer.



Culdrose wades in

JUST visible in the hands of POAEA Lenny McCoy in the centre of the group is the trophy he collected on behalf of the HMS Culdrose water polo squad, winners of the 1994 Royal Navy Water Polo Knockout.

The competition was held at HMS Temeraire. Runners-up were the team from HMS Osprey and HMS Daedalus finished third.

Picture: LW(PHOT) Penny Taylor

Fight to the finish

REPRESENTATIVES from the RN and RM will be taking part in a Gladiators Inter-Service Challenge at the National Indoor Arena in Birmingham on Aug 17.

Anyone wishing to cheer on LS(D) S. Lovell (Plymouth CDU), Sgt P. Gellender (CTCRM) and reserve Cpl C. Collin (CTCRM) can apply for one of the 1,300 free tickets by signal to 2SL/CNH, Attn PRO using SIC EUA.

Filming is expected to last for four hours and the organisers are looking for enthusiastic support from serving and reserve personnel.

SCHOOL RATES CHANGE

REVISED rates for boarding school allowance, effective from the autumn term 1994, are: Junior School — £1,786, Senior School — £2,193, Special Education Needs Allowance — £2,924.

GUNNERS IN FULL SWING



DEVONPORT Gunners get off to a flying start during this year's Royal Tournament at Earl's Court.

As Navy News went to press the leaders of the competition were Devonport, ahead of the Fleet Air Arm by only four points.

Trophies are awarded for the highest number of points (given according to the team's performance in each run), the

Fireworks over Yacht



AN impressive sight as a firework display celebrating the centenary of Tower Bridge, lights up the sky above HMY Britannia. The Royal Yacht was moored in the Pool of London for the celebrations.

The Prince of Wales, who unveiled a commemorative plaque on Tower Bridge, later held a reception for businessmen on board the yacht as part of a Dockland trade promotion.

As HMY Britannia made her way to the Isle of Wight for Cowes Week this month the local council there have expressed interest in acquiring the yacht as a tourist attraction once she decommissions in 1997.

Interest has also been shown by Greenwich Council who have plans to use it as a museum, conference centre or hotel while the possibility of the yacht retiring to the maritime heritage centre in Hartlepool has also been discussed.

Flag ship to HMY Britannia during Cowes Week is the Type 23 frigate HMS Northumberland.

Picture: Howard Marshall

Rosyth wins RFA refit

AFTER months of speculation the order to refit the RFA landing ship Sir Bedivere has been awarded to Rosyth dockyard.

Minister of State for Procurement Jonathan Aitken announced that Babcock Rosyth Defence Ltd was the clear winner of the competition.

Meanwhile, Swan Hunter had emerged as the lowest bidder for the refit of RFA Olwen. Contract award would, however, depend on Swan Hunter

financial and other requirements — in default of which this work would be placed with the next lowest bidder.

As Navy News went to press, the future of the Tyneside yard — currently working on the outfitting of the Type 23 frigate HMS Richmond, due for completion in November — remained uncertain.

Mr Aitken also announced that Devonport Management Limited, which also bid for Sir Bedivere, won the order to refit the Type 42 destroyer HMS Birmingham.

● In the recent Cabinet reshuffle Roger Freeman became Minister of State for Procure-

ment and Sir Nicholas Soames became Minister of State for Armed Forces.

Cholera man

EX-RN logistics expert John Lane (56) is heading a Red Cross team fighting the cholera epidemic in the Rwandan refugee camp at Goma.

MANADON AWARDS

TWO experts in defence and engineering were honoured by the University of Plymouth at the annual graduation ceremony of HMS Thunderer, the Royal Naval Engineering College, Manadon.

Vice Admiral Sir Louis Le Bailly, who was commander of Manadon from 1955-1958, was made an honorary Doctor of Science, as was Professor Martyn Farley, Emeritus Professor of the Royal Military College of Science at Shrivenham, Wilts, and the Cranfield Institute of Technology.

● A vehicle built by a team from Manadon won a Shell Achievement Award in this year's Shell Mileage Marathon.

Powered by a 59cc long-stroke petrol engine, the vehicle recorded a fuel consumption figure equivalent to 2,096 miles per gallon making Manadon the fourth highest placed British team.

Major sits tall in the saddle

STILL smiling despite over an hour in the saddle is Major Roland Grant, from HQ RM, who pedalled his way into the record books by riding his 6ft high unicycle over a five-mile course in HMS Nelson (Gunwharf) car park.

The weather cleared just in time to allow the record assault and, despite gusty

winds and a slightly damaged undercarriage, Major Grant crossed the line in 1hr 4mins 23secs.

Sponsorship and donations reached £1,060 all of which will go to Westfield Language Unit, Portsmouth, which caters for children with specific language difficulties.

